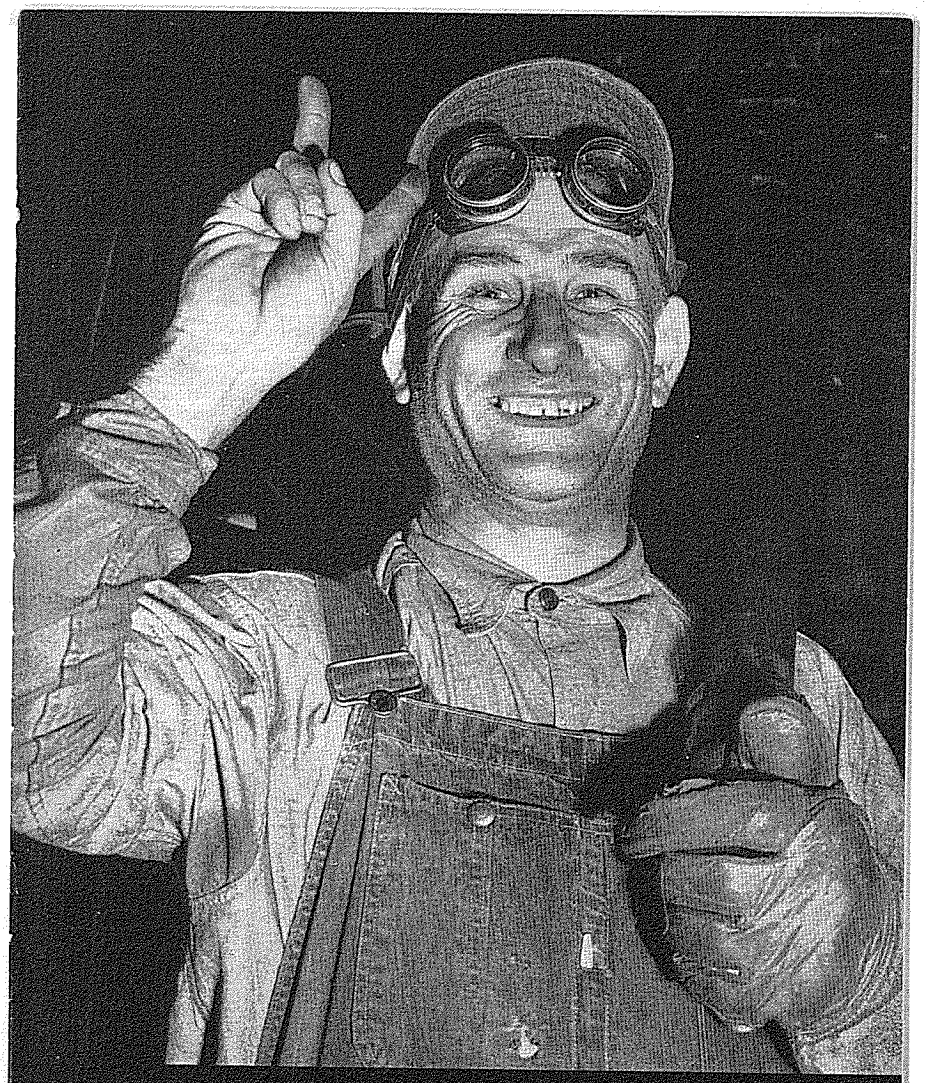


Southern Pacific Bulletin

PACIFIC LINES SEPTEMBER 1944

Service of Railroads in the War Is Basic Answer to Anti-Trust Suit

REGARDING the anti-trust suit against a number of railroads, including Southern Pacific, filed by Attorney General Francis Biddle in Lincoln, Nebraska, August 23, President A. T. Mercier issued the following public statement:

There is no foundation for the charges of the Attorney General's office, but even though one existed, this is no time to file such a suit.

The nation is depending upon the railroads in large measure in the winning of the war, and it is to the fulfillment of this obligation that the rail lines and their personnel are devoting their supreme effort.

Naturally, the defense of an anti-trust suit makes deep inroads upon the time and effort of the principal officers and many others in the service of the companies affected. Such time and effort as this suit will require to be siphoned away from regular duties increases the difficulties of proper performance of the main task of moving the war traffic.

Why does this attack on practices that have been followed and acquiesced in for years appear on the judicial horizon at this particular time? What has called forth the public speeches and fanfare on the part of government attorneys prior to the filing of the suit? The answers to these questions appear to be sufficiently obvious to occur readily to the people of the territories served by the railroads under attack.

As a matter of fact, the railroad procedures and practices that the Attorney General complains of in his anti-trust action filed at Lincoln, Nebraska, are the very things that have enabled railroad patrons to engage in fair competition with one another in reaching the country's markets. They are the very things that have enabled the railroads to pool their locomotives and cars for the greatest mass handling of passengers and freight in history.

Charges that "discriminatory freight rates" have held western territorial development back are without the slightest foundation. The exact opposite is true. How could producers in western territory, where population is less dense and production huge, reach the large centers of consumption in the East unless their rates were favorably adjusted to make it possible? If rates should be made on a mileage basis, as intimated in statements by the Attorney General, the nearest shipper would have all the advantage, and the others would be put out of business. The present system of rates has served to keep competition in the field instead of throttling it.

The system for the making of rates and schedules under which rail traffic moves freely and speedily the country over has been built up through the years. If it were inimical to the interests of producers, shippers and the country at large, something would have been done about it long ago. The present method of arriving at rates has proved itself to be a fair method.

As practically everyone knows, the railroad industry is and long has been the most rigidly regulated business in America, with virtually every important act and function subject to review and approval by the Interstate Commerce Commission and by the regulatory bodies of the various states. And in this connection, George H. Shafer, president, National Association of Shippers' Advisory Boards, recently said:

"Not only have the operating practices of railroads been under close supervision of the Interstate Commerce Commission for over fifty years, but their rate-making machinery has even received greater attention by that honorable body. It is difficult to conceive, therefore, how the Attorney General can arrive at the conclusion that the railroads have been 'riding rough shod' over the laws of the United States and have been indulging in unlawful practices. . . . Shippers are content to rely upon the fair and impartial decisions of the Interstate Commerce Commission handed down after full and complete hearings at which all parties have had opportunity to present evidence."

And it might be pointed out again that the Interstate Commerce Commission need not wait for a complaint on the part of a shipper but can, on its own motion, investigate any rate.

In a statement to the Senate Committee on Interstate Commerce, June 15, 1943, the late Joseph B. Eastman, director of the Office of Defense Transportation, a member of the Interstate Commerce Commission for many years, and Federal Coordinator of Transportation under the Emergency Railroad Transportation Act of 1933, said this about railroad rates and their making:

"The shippers of the country are well organized and very much alive to their own interests, as they have repeatedly demonstrated. If the rate bureaus and the like had, over their long history, been the source of grave abuse which prejudiced seriously the interests of the shippers, you may be sure that long since there would have been an uprising and that this situation would have been made clear to you by a heavy tide of complaints pouring into the Commission and into the Congress of the United States. If there has been such a tide, it has somehow escaped my attention. I believe this hearing will demonstrate that such complaint as there is has it source, not in the shippers of the country, but in the lawyers and economists of the Department of Justice."

As for the charge by the Attorney General that western railroads conspired to stifle the advancement of railroad technology, the best answer is found in the present ability of the rail lines to handle their unprecedented war load without breakdown or even serious congestion, in spite of equipment shortages and a critical need for more man power. The railroads were almost unique in that they required no overhauling or conversion to fit them for their war job. They were ready, not by chance but by years of close attention to their own improvement with their own resources. Instead of retarding progress, they were leaders, so much so that even in the depths of the depression decade, a period in which they stand accused by the Attorney General of stifling advancement, they brought about what is commonly referred to as "A New Era in Railroading." Air-conditioned cars, streamlined trains, faster schedules for both freight and passengers, "Overnight" merchandise train service with coordinated truck hauls to speed connections between market centers and their trading areas—these are just a few of the achievements of railroads, and particularly the western railroads, in the decade in question.

What the railroads have done has been beneficial to the weak railroads, as well as the strong, and has enabled them to compete for the business.

So today, in the face of the Attorney General's charges, the western railroads are glad to stand on their record of progress and fair dealing. And I repeat, if there were the slightest excuse for attacking them in an anti-trust suit, this is no time to do it. There is a global war yet to be won and railroaders should not be hampered in the important part they still have to play in the winning of the final victory.

Spic 'n' Span



Everyone Takes Part in Cleanup Drive at Sacramento Shops and Stores, and Result Is Model of Good Housekeeping

"A PLACE for everything, and everything in its place" is a phrase that conceivably might have been inspired at the Sacramento Shops and Stores, where cleanliness is carried out to the highest degree, and where the term "good housekeeping" denotes something more than the name of a magazine.

Everywhere around the immense plant, from the remotest corner of the store supply docks to the innermost recesses of the shops, neatness and order prevail. The picture at the top of the page, showing a section of the stockpile, and those below and on the succeeding pages showing conditions in and around the shops, illustrate the orderliness of arrangement that is widespread.

Not by accident did such spotlessness occur; nor was it accomplished overnight. It was brought about by a long, unrelenting fight against untidiness, a fight in which every employe has a part.

The cleanup started several years ago, when foremen of the Passenger Car Shop undertook to clean house and did such a good job it was brought to the attention of other department foremen. Soon competition developed, with foremen of each shop trying to outshine the others. Then came the scrap salvage drive early in 1942 to further intensify interest in house cleaning. As the drive progressed material was unearthed that was non-existent so far as any official record of it was concerned. Most items were obsolete but practically all the scrap was salvageable. This material was gathered up, neatly assorted and catalogued, and the buildings and grounds took on a greatly improved appearance.

(This isn't meant to imply that prior to the scrap drive the place looked like Fibber McGee's closet. However, as every housewife knows, constant attention is required to keep a house neat and clean at all times; and hubby will concur that the same applies to the back yard. Picture, then, a home and back yard spreading over 198 acres and it's easy to understand how odds and ends might pile up in some forgotten nooks and crannies of the Shops and Stores.)

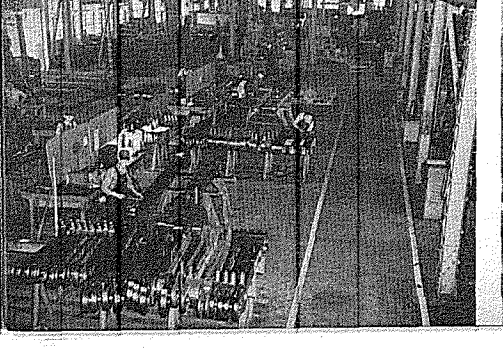
As the scrap drive progressed, and surroundings improved, a new enthusiasm was fostered as it became apparent that working conditions became more pleasant and output increased. Shops and Stores supervisors got together, mapped out a program of house cleaning that extended to every part of the plant. The subject was discussed at all Safety meetings. Foremen enlisted the aid of whatever help was available in their departments in cleaning up and the importance of *preventing* untidy conditions from arising was stressed.

Today the Sacramento Stores Department has some 60,000 items neatly stored on its shelves and in its yards, items so catalogued and indexed that the whereabouts and number of each can be given at a moment's notice.

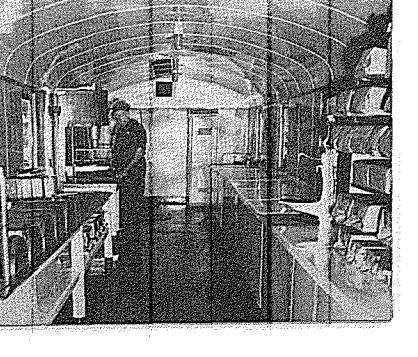
One of the important factors in the orderly assorting of supplies has been the installation of concrete roads and truckways, replacing old cast iron plates salvaged for scrap and other improvised roadways. These not only facilitate the use of automotive equipment in moving material but beautify the property.

Interior of the shops, too, is as trim as the deck of a cruiser. Great care has been taken in aligning machinery and in keeping passageways free of obstruction. The general appearance is being enhanced by use of paint on walls, floors and machines and new color treatments are being employed. Recently various paint companies have made considerable

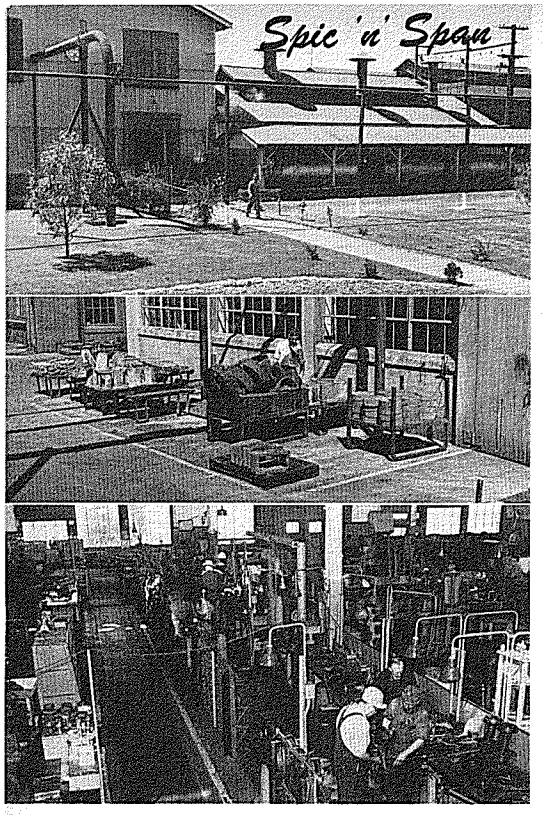
NEATNESS is the watchword in every corner of every building at the Sacramento Shops, as typified in this picture taken in the Rod Shop.



CLEANLINESS is strikingly illustrated in the radiant interior of Paul Jurich's Grease Shop.



Spic 'n' Span



MODEL HOUSEKEEPING: Pictures above and at right tell why Sacramento Shops and Stores are recognized as being among the neatest industrial plants in the country. Of the three pictures above, the top one shows the well-kept grounds around the power house; the middle one shows how fabricated material is carefully arranged while waiting to be taken into the shop for finishing (note painted lines indicating storage area); and the picture directly above shows the tidiness of the Airbrake Repair Shop. ● At the right is a bird's-eye view of the area between the Spring Shop and Frog Shop, one of several such areas that paving has converted into useful storage space for some of the 60,000 different items of supplies maintained and distributed under the supervision of the Stores Department.

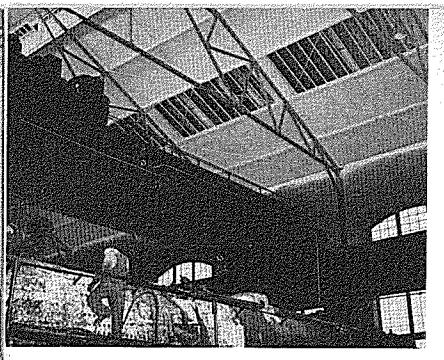




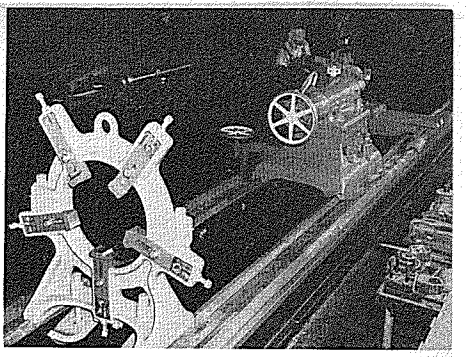
STORE NO. 1 is a beehive of activity but at the close of day nothing is out of place and when the last man leaves, the store looks like this.



STORE NO. 6, showing shelves neatly stocked with supplies and aisle free from obstruction, is typical of orderliness in all Stores.



PAINTED CEILINGS AND WALLS help to brighten up interiors of shops. Effectiveness of bright colors is shown in contrast between newly-painted ceiling and untinted wall in above picture, taken in Locomotive Erecting Shop. When finished, ceiling will be light buff, walls will be white.



WHAT WELL-CHOSEN COLOR CAN DO is shown in this picture of the engine lathe in the Locomotive Shop. Various parts of lathe have been painted green and buff. Note how vividly the new colors stand out. Selection of new colors for machinery is based on results of scientific tests.

study of the psychology of color, scientific tests having proved that people react differently to different colors.

Colors now being used at Sacramento Shops are based on a study made by the Pittsburg Paint Company, the aim being to make working conditions safer and more pleasant. Battleship gray is the predominant color, but others, such as buff, green and orange, are being used to good advantage. Contrasting colors, for example, are used on machinery to set off moving parts from the rest of the machine. Walls and ceilings, heretofore unpainted, as a rule, are being tinted in light colors to provide better illumination and cheeriness. (See picture of Locomotive Erecting Shop, at top of page.)

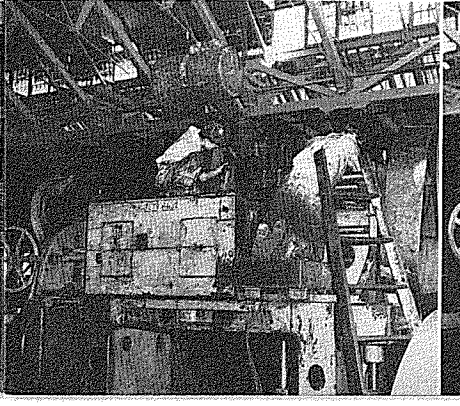
Paint is being used to good advantage on floors, white lines indicating space for passageways and storage of materials. These floor patterns were planned after careful study had been made to determine the most efficient arrangement for the machinery. Once the most advantageous location of machines had been determined, the remaining space was mapped out to provide a handy place for materials and parts awaiting use. This was done with an eye to leaving plenty of room for unobstructed aisleways. The effect of painted lines in keeping areas clear is shown in pictures on the opposite page.

Many employes have expressed approval of the new painting program and opinions of the men and women are typified in the remarks of Machinist S. M. Tougaw and Machinist Helper Norma Call. "At first I didn't think much about it," says Tougaw, a veteran of thirty years' service, "but after seeing the large lathe painted in various colors I feel more important in operating one of these machines." And Norma, who has been on the job one year, says: "Painting of machinery in various colors is fine; one takes more interest in the shops when things are kept clean."

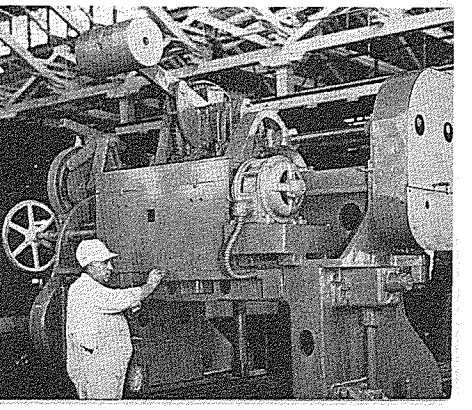
The house cleaning job at Sacramento, like the proverbial women's work, is "never done," but instead requires constant attention. But that isn't difficult, because everyone at the Shops and Stores is eager to pitch in. They have learned that the results pay good dividends to them and to the Company, as proved in the record of uplifted morale, improved safety performance, increased efficiency and less absenteeism—all of which adds up to a better wartime job.

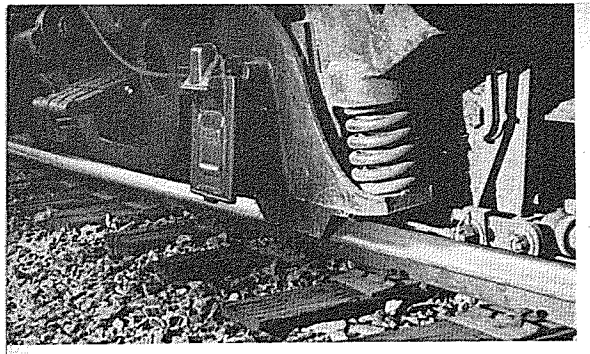
As Machinist Mark Becker says: "I have been working here for forty-two years and this is the finest place a man would want to work."

BEFORE getting a new coat of paint, machine looks like this.



AFTER being painted, it no longer looks like same machine.





SAFETY GUIDE: Taken during a test, this picture shows how flange of safety guide (described below) grips rail in event of derailment. Flange skids along the rail and keeps truck in line with the car body, thus eliminating the chief cause of "jackknifing" of cars.

SP SAFETY DEVICE MEETS TEST

HOW Southern Pacific inventors have overcome one of the principal hazards in derailment was illustrated recently in the Tehachapi mountains. As the eastbound *Daylight* emerged on a curve from Tunnel 22 at a speed slightly under 30 miles an hour, an inside rail broke. Weight of the train forced the outside rail to turn over. Thirteen cars were completely derailed and two others partly derailed—yet no cars turned over, none struck the side of the tunnel, and no one was hurt.

The remarkable yet simple device which kept the derailed cars in line with the damaged track and brought them safely around the curve is known as the derailment safety guide, which has been applied to all new type SP streamlined cars and to all Pullman cars delivered to the SP for the past several years. Suggested by former President A. D. McDonald and developed by the SP Motive Power Department, the derailment safety guides are now in use on several other railroads.

Safety guides have also been mounted on the engine trucks of many SP locomotives. An engine so equipped ran over a piece of pipe at a crossing, causing engine truck to derail. The train proceeded some 900 feet before being brought to a stop. The guide held the truck in line with the track, and as a result no damage was sustained by the engine or other equipment in the train.

Many locomotive trailing trucks and tender trucks are also equipped with these guides.

One of the major causes of damage in derailments comes from the trucks turning sideways after the wheels leave the rails. To overcome this, the derailment safety guide consists of a strong vertical flange extending downward opposite each journal box, several inches from and parallel to the outside face of the wheel (except in the case of locomotive engine trucks, when it is applied on the inside). When a wheel drops to the ties inside the rail and moves slightly to the side, the flange engages the outside ball of the rail and prevents further side movement. Its action then is to skid along the rail and keep the truck in line with the car body.

Simple—and extremely effective—this sturdy newcomer to the field of safety has already paid for itself a thousandfold.

Incidentally, it adds very little weight to equipment, and in some applications, principally on passenger car trucks, takes the place of the usual pedestal tie bar or binder.

Operating Results

FOR the seven months ended July 31, 1944, Railway Operating Revenues of Southern Pacific Transportation System amounted to $365,148,117, or $20,950,633 more than the revenues for the same period of 1943; a 6% increase.

During the same period Railway Operating Expenses were $240,315,134, or $44,852,218 more than the expenses for the same period of last year; a 23% increase.

Railway tax accruals, including $70,273,082 for Federal taxes, and $8,541,476 for other taxes, totaled $78,814,558, or $1,157,133 less than such accruals for the first seven months of 1943. After deducting taxes and $13,379,873 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $32,638,552, or $22,282,373 less than the net railway operating income for the same period of 1943; a 41% decrease.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the seven months ended July 31, 1944, the final result was a Net Income of $23,903,471, which compares with a net income of $43,010,135 for the same period of last year.

SAFETY RECORD of 2060 days without an ICC reportable injury was the record of San Luis Obispo car dept. forces when this picture was taken recently and at latest reports they were still going. Foremen R. K. Anderson and Bruce Hamilton and their crews were commended by J. W. Corbett, general manager; B. M. Brown, general supt. of motive power; and others, for their splendid safety performance.



TEAMWORK SHOWN IN SPEEDY SWITCH CHANGE

SPEED and precision marked the installation recently of two double slip switches in the bustling area of the freight sheds at Fourth and Berry Sts. in San Francisco's terminal yard. When the old switches needed replacing, Coast Division engineers recommended double slip type switches for replacement.

The double slip switch permits four-directional traffic, thus performing the functions of four standard type switches.

Installation of the second of these switches, illustrated here, moved with the smoothness and efficiency of a well-oiled machine. Never was there a moment's delay waiting for some part of the job to be completed. Assembled fully at the side of the track where it was to be used, the switch was installed as a single unit to speed up the job and to keep traffic delays at a minimum.

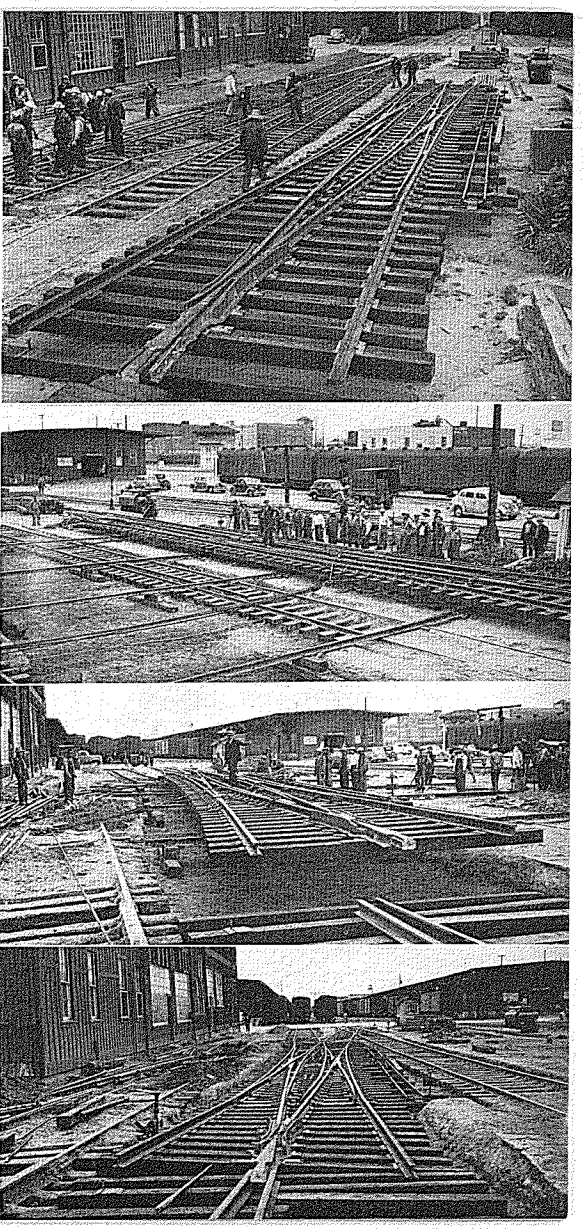
Supervisors of construction and installation were: T. H. Krutschnitt, asst. engineer; P. M. Ahern, roadmaster; S. P. Burdusis, general foreman; and W. H. Wade, foreman of extra gang No. 7. The 36 laborers on the gang were all Mexican Nationals.

Extra gang laborers began clearing the old track from the bed at 8 a. m. as shown in the picture, top of page. The 97-foot slip switch, assembled and ready to be put into position, is in center foreground. As the ballast was removed by one group another followed right behind, loosening the rail. More men worked at the heels of the second group, carrying off the rail. A fourth group removed the ties as the rails were taken up, while still another section of the gang began leveling the track bed into which the assembled switch was placed.

At 10:45 the old track had been removed, the bed cleared, temporary rails over which the slip switch assembly was moved were installed and greased, and block and tackle affixed to the switch. Two trucks provided the power to move the switch across the skids. In the picture, second from top, Foreman Burdusis prepares to give the signal that started the pre-assembled switch into position.

Over greased rails the assembly moved smoothly, and at 11:45 Burdusis lined the track (third picture), making sure the section was properly situated before removing block and tackle, and lowering the switch from skid rails.

The switch fit like a glove when dropped into position (bottom picture). By 11:55 all that remained to be done to place the switch in operation was match rail ends on one end of the switch, install short length connecting rails and ballast the track.



A. S. McKELLIGON RETIRES

Succeeded as General Storekeeper by H. J. Smith; S. L. Bouque Is Made Assistant General Storekeeper, Sacramento



A. S. McKelligon

A CAREER of 47 years of friendly railroading came to a close September 1 when A. S. McKelligon, SP's genial general storekeeper, retired at his own request.

Succeeding McKelligon is H. J. Smith, former assistant general storekeeper, Sacramento. S. L. Bouque, who was assistant to the general storekeeper, takes over Smith's former duties at Sacramento.

McKelligon, 66, began his long service with Southern Pacific as caller on the Texas & Louisiana lines at El Paso in 1897. He remained there until 1901, when he went to Tucson where, in 1903, he became division storekeeper. He served subsequently in important Stores Department posts at San Francisco, Portland, West Oakland and Sacramento and was elevated to general storekeeper, with headquarters at San Francisco, in 1918.

During the 26 years he was general storekeeper, McKelligon spent considerable time on line, and the number of his friends and acquaintances throughout Pacific Lines territory probably compares with the number of items of supplies—some 60,000—that his department distributes.

His enthusiasm in tackling any job was an inspiration to those with whom he came in contact, and under his leadership the Stores Department has earned a high reputation for cooperation, friendliness and getting things done. Recent example is the War Bond payroll savings drive, in which the Stores Department, early in the drive, was first to reach 100 per cent and has been on top ever since. "Good Housekeeping" (see page 3) is another project in which the department has been one of the leaders and has made an excellent showing.

In winning the respect and friendship of his associates, McKelligon applied the simple, time-tested formula of (1) becoming better acquainted with each of his employes and (2) trying to get the other fellow's viewpoint and being tolerant of it.

Twenty-five years ago he started a practice of obtaining each week the names of stores employes who were in the General Hospital and paying them a visit or having one of his staff call on them. The practice still is being followed.

McKelligon plans to spend most of his leisure time playing with his five small grandchildren in Berkeley, and occasionally to play a round of golf.

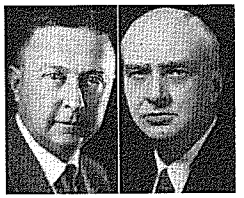
H. J. Smith, the new general storekeeper, started with SP as clerk at West Oakland stores in 1909, after six years' service as counterman and stock clerk for the C&NW in Wisconsin. He advanced through positions as division storekeeper, Dunsmuir and Portland, and assistant general storekeeper, El Paso and Sacramento. He had been in charge of the Sacramento stores since 1941.



H. J. Smith S. L. Bouque

S. L. Bouque, after previous experience with the Wabash Railroad in the stores department starting in 1910, started with SP as disbursements clerk at West Oakland stores in 1912. He has held the positions of chief clerk, Sacramento; assistant district storekeeper, El Paso; stores inspector, chief clerk to general storekeeper, and assistant to general storekeeper, San Francisco.

More than 40,000 freight and passenger trains are operated daily through out the United States.



J. D. Mason H. H. Gray

Mason Retires; New Appointments Made

JOHN D. MASON, general passenger agent, El Paso, retired Sept. 1, after 49 years' service. Mason began his railroad career in 1895 and came to SP in 1924 when that company took over the El Paso & Southwestern. Following the consolidation of the two companies, he came to San Francisco as assistant general passenger agent. In 1925, he returned to El Paso as general passenger agent.

H. H. Gray, passenger traffic manager for Southern Pacific at New York, succeeds Mason as general passenger agent at El Paso.

J. H. Desherow, general agent, passenger department, for Southern Pacific at Chicago, succeeds Gray as passenger traffic manager for the company at New York.

Wm. F. Coyne is promoted from assistant general agent to general agent, passenger department, New York.

C. E. Darkus, traveling passenger agent at Chicago, is appointed assistant general agent, passenger department, with headquarters in Chicago.

Gray began his service with SP in 1912 as a ticket clerk at Chicago. He served as traveling agent and city and district passenger agent for the company at New Orleans. In 1923 he was appointed general agent at Kansas City and in 1924 promoted to assistant general passenger agent at New Orleans. In 1927 he became general agent, passenger department at New York, being promoted to general passenger agent in 1933. In 1942 he was appointed passenger traffic manager with headquarters in New York.

Desherow started with SP in July, 1911, as traveling freight and passenger agent at Detroit. In March, 1926, he was appointed general agent, passenger department, at Chicago.

Coyne entered service in 1927 as assistant general agent, passenger department, New York.

Darkus started in August, 1922, as traveling passenger agent.



$12,400 WORTH OF WAR BONDS IN 15 MINUTES was the record of PFE employes at Tucson during a 5th War Loan rally (details below), and among those who played an important part in putting it over were (left to right) Angelo V. Telesca, Wm. Yaeger, Virginia Brunswick (*Bulletin* reporter), H. C. Morrison, Alberta Reeder, E. C. Palmer, J. R. Dunlap, Dave Hand, Lily Holloway and Roy Ventle.

It Couldn't Be Done—So These Folks Did It!

WHETHER it's getting out OK'd "reefers" or buying War Bonds, the 260 PFE employes at Tucson Shop can be relied upon to do their best—and then some—as they proved in the 5th War Loan Drive.

Their quota was set at $17,000. The figure left them aghast, but they resolved to come as close to it as possible. A rally was arranged, committees were appointed and the campaign was launched to talk the men into lending $17,000 of their money to Uncle Sam in addition to what they're investing through payroll savings. How it succeeded is told by Virginia Brunswick, *Bulletin* reporter, who was one of the bond sellers, along with Alberta Reeder, shown in above picture.

"On the day of the rally," Virginia reports, "we gathered at the rack shed, which had been turned into a temporary auditorium. The SP Band was on hand with some stirring tunes and entertainment from our own forces including cowboy music, Hawaiian guitar and vocal solos and a Mexican quartet. Special guest was Capt. Garrett of Davis-Monthan Field, who told of Allied bombing raids on European rail centers.

"The program ended at 1:45 p. m. At 2:00 o'clock, $12,400 had been subscribed, Angelo Telesca, carman, setting the pace with a $5,000 purchase. Ray Ventle, genl. foreman, car dept., H. C. Morrison, Wilford Hardy, Albert Herring, W. E. Yaeger, Sam East and Fred White quickly followed with sizable purchases and soon it seemed everybody was buying at least a $50 bond.

"We were still $1,000 below our quota, however, on the last day of the drive, when Herb Goodbread, car dept. foreman, dug down and pulled out enough free American dollars to put us over. We went over the $17,000 mark and our men were still buying.

"When the drive started we were told our best was not good enough—so we exceeded it."

PAYROLL SAVINGS UP!

PURCHASES of War Bonds through payroll deductions soared to an all-time high in July when SP men and women subscribed $735,029, showing determination to improve their comparative standing with other industries. These purchases were pledged during the Fifth War Loan Drive and were credited to Southern Pacific.

New deductions received totaled 4599 for the month. During the same period 789 employes cancelled their authorizations. Total percentage of employes subscribing to the payroll method of buying bonds was up 11% over the last comparative standing tabulated before the fifth drive.

Reports of continued activity are still coming in and during the coming months they should show a consistent increase.

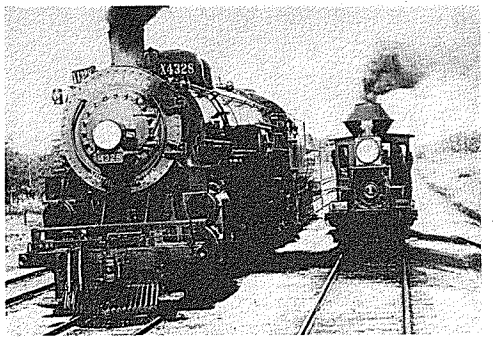
Although these returns are very encouraging, Southern Pacific is still a long way from the ultimate goal of 100% enrollment in the payroll plan and 10% minimum subscription of money earned. The $735,029 subscribed in July represented cooperation of only two-thirds of SP's employes, but even if the other third did join the payroll plan the total investment in War Bonds would amount to only a little more than six percent of earnings. If all Southern Pacific workers were subscribing the minimum asked for through payroll allotment the monthly income paid in bonds would total nearly two million dollars!

Let's put SP over the top in this campaign—10 per cent of our earnings in War Bonds every month!

FOLLOWING tabulation, based on Accounting Department records as of July 31, shows that progress has been made in raising the percentage subscribed by each department and division, with totals going up 11 per cent since the last standing was tabulated before the Fifth War Loan Drive.

Divisions, Shops and Other Units	Number Employes	On Payroll Allotment	Percentage
Los Angeles Shops	2,226	2,226	100%
San Joaquin	2,089	2,072	99%
Stores	2,006	1,959	97%
El Paso Shops	1,494	1,448	96%
PMT	833	696	83%
Sacramento Shops	3,803	2,954	77%
General Office*	7,462	5,716	76%
Rio Grande	3,417	2,254	65%
Tucson	4,305	2,740	63%
Coast	6,423	4,086	63%
Portland	4,271	2,705	63%
Dining Car	2,847	1,438	61%
Salt Lake	3,869	2,350	60%
Sacramento	3,966	2,365	59%
Los Angeles	6,106	3,519	57%
Western	7,290	3,827	52%
NWP	1,094	539	49%
Shasta	2,279	822	36%
TOTALS	65,780	43,716	66%

*Includes New York and Traffic Offices.



SIXTEEN TIMES MORE POWERFUL than the pioneer "C. P. Huntington" woodburner (right) of the early '60s, locomotive 4328 was the first of 49 of the 4-8-2 types built at SP's Sacramento shops during 1925-30. This oilburner was placed in service during September, 1925. When final one of this series was turned out in March, 1930, it was the last locomotive construction performed by SP in its own shops.

75 YEARS OF PROGRESS

By **ERLE HEATH,** *Editor, Bureau of News*

This is the fourth installment in a series of historical sketches tracing the development of Southern Pacific and its affiliated companies. This installment covers the period from return of the railroads to private management in 1920 following World War I, through the depression era, and into the period immediately preceding the surge of unprecedented traffic developed by national defense and war activities.

AMERICA'S entry into the first World War (April 6, 1917) found Southern Pacific's management immediately alert to the gigantic transportation task it would be called on to perform with other railroads. Less than a week after war was declared the nation's railroad executives had organized the Railroads' War Board to coordinate operations of the country's rail facilities. William Sproule, president of the SP, became chairman of the Western Department of the Board, which took over functions of the National Car Service Commission, organized by the American Railway Association on December 5, 1916, to unify and regulate flow of freight cars.

However, in spite of all the railroads' efforts, the system of war priorities for government freight jammed loaded freight cars into many areas throughout the country, particularly at Atlantic ports, where hundreds of thousands of cars could not be unloaded because of a shortage of ships and a lack of port warehouses or storage space. Hundreds of carloads of freight were also tied up at construction projects where work was not advanced sufficiently to make use of the materials. Congestions and car shortages were the inevitable result, not because the railroad plants were inadequate if put to their proper use, but because their equipment and trackage were used for storage instead of transportation purposes.

Government control and operation of the nation's railroads became effective at noon on December 28, 1917. There were no changes in Southern Pacific's officer personnel or subdivision of territory until July 1, 1918, when President Wm. Sproule was named by the U. S. Railroad Administration as district director of the lines of all railroads west of Ogden, Salt Lake City, Albuquerque and El Paso, and south of Ashland, Ore., in what was called the Central Western Region. This segregation placed SP's Oregon lines in the Northwestern Region, and its Texas and Louisiana lines in the Southwestern Region. Julius Kruttschnitt, chairman of SP's executive committee, was elected to the additional duties of corporate president to succeed Sproule.

W. R. Scott, then vice president and general manager of SP's Pacific Lines, became federal manager over the remainder of the Pacific Lines as well as of the Western Pacific properties in the Central Western Region.

Over SP lines and elsewhere throughout the country, railroad facilities were consolidated, in some respects, for unified operations. As examples, SP and Western Pacific trains made joint use of each other's tracks through a portion of Nevada, and Oakland Pier terminal was used jointly by the SP, WP and Santa Fe. Ticket offices were consolidated in many cities and off-line traffic offices were closed.

The war ended less than eleven months after the government took over the railroads, but the properties were not returned to private operation until 12:01 a.m., March 1, 1920, making a total of approximately 26 months under federal control. Sproule resumed his pre-war SP position, and Scott became president of the lines in Texas and Louisiana.

Aftermath of War

Out of wartime operations the railroads, the government and the nation's shippers gained valuable experiences. The need of organizational set-ups to work out a program for efficient, smooth functioning of railroad services was obvious. The pre-war American Railway Association (predecessor of today's Association of American Railroads) coordinated many phases of operations and practices, particularly in the handling of freight cars through the association's Car Service Division to meet heavy traffic situations in a manner that would avoid car shortages and congestions. The government, through its military, naval and other agencies; and the shippers, through thirteen Regional Shippers Advisory Boards, perfected rail transportation procedures to assure expeditious handling of traffic in a highly coordinated degree of teamwork with the railroads that was to pay handsome profits some twenty years later when the first rumblings of another war emergency gripped the nation.

When Southern Pacific regained control of its properties in March, 1920, it faced, in common with all other railroad companies, abnormal operating conditions. There were many problems to be solved, but the most acute was a shortage of serviceable cars and locomotives. Little new equipment had been built because of war restrictions on labor and materials. Every car and locomotive that could roll had been subjected to heavy and continuous service and much shop work was necessary. There was an unusual dislocation of equipment with heavy concentrations of cars in the eastern territory.

To get the greatest service possible out of existing equipment and facilities, Southern Pacific intensified the wartime campaign for heavier loading and prompt unloading of freight cars, getting fine results through cooperation of shippers. Repair work in shops was moved into high gear, and orders were placed for many millions of dollars worth of new equipment. This move for early strengthening of SP's capacity was coupled with a vast long-range program of rehabilitation and development.



"PROSPERITY SPECIAL" was the name appropriately given SP's special train of twenty new 2-10-2 locomotives, first of an order of 50, which rolled across the continent in June, 1922, and was acclaimed by the press as heralding an upswing in national prosperity.

In most of its major aspects this program was a continuation of the construction that had been started, or projected, in the 1900s before the government suits under the Sherman Anti-Trust Act, and then the war, brought the railroad's expansion to a virtual standstill. The program was launched under direction of Kruttschnitt, who, as director of maintenance and operations for the combined SP-UP system from April, 1904, and then chairman of SP's executive committee after succeeding R. S. Lovett on January 13, 1913, had intimate knowledge of many of the projects from their very inception.

Set Pace for Prosperity

Keynote of the entire rehabilitation program was sounded in the placing of a single order for fifty heavy duty 2-10-2 type locomotives, twenty of which rolled across the continent from Baldwin's plant near Philadelphia in a solid train aptly called the "Prosperity Special." The sensational train, acclaimed by the press as heralding a national upswing in business and industrial activities, reached Los Angeles on June 10, 1922. In the five year period of 1920-24, more than $105,000,000 was spent for locomotives, freight and passenger cars, and other equipment, some of which were built in the company's shops.

JUMPING-OFF SPOT for construction of the final 118-mile link in the Cascade Line was at Kirk, Ore., 38 miles north of Klamath Falls, in September, 1923. Roadway was extended through heavy forests and over difficult mountain terrain to Oakridge, and the through line was opened for all classes of traffic in April, 1927.



During 1923 and the seven years immediately following, Southern Pacific had more new construction in hand than any other railroad in the country. Four major projects completed at an aggregate cost of $76,000,000 were: Cascade Line (Natron cut-off), through Klamath Falls, Ore., $39,000,000, including expenditures for the beginnings of this project dating from 1905; new line Klamath Falls to Alturas, Cal., and rebuilding of the Nevada-California-Oregon line to standard gauge, $9,000,000; new line in Arizona through Phoenix, $14,000,000; and completion of the Mexico line, $14,000,000.

The 280-mile Cascade Line between Black Butte, Cal., and Eugene, Ore., opened to freight and local passenger traffic on September 1, 1926, and to all through traffic on April 17, 1927, provided a route with lighter grade, less curvature, and 23 miles shorter than the original line built over the Siskiyou mountains during the late '80s. This project had its beginning when the Oregon Eastern was organized by SP in August, 1905, to build east from near Eugene across the Cascades. The intention was to connect with the Union Pacific but the litigation that separated the SP-UP properties caused a change in the routing as well as delayed construction. Work was begun at Natron, near Eugene, in August, 1909, and the line, commonly referred to as the Natron Cut-off, was opened to Oakridge in May, 1912. The California portion of the Cascade Line had its origin in the California Eastern, incorporated in July, 1905, to reconstruct a logging road built by the Weed Lumber Co. during 1903-05 from Weed to Grass Lake, and to extend the line to Klamath Falls. The road was opened for traffic to Klamath Falls in May, 1909, and to Kirk, Ore., in September, 1912. Work

(Continued on page 22)





BACK IN THE CAB went W. L. "Bill" Hack, retired Sacto. Div. supt., July 26, when he was guest of honor at a banquet given by the Sutter Club of Sacramento. "SP 2788" was a rubber-tired "engine" coupled to an "observation car" to take guests to the banquet. With Hack (at left) are J. H. Dyer, retired vice pres. in charge of operations, and Irving Woodin, of the Calif. Fruit Exchange, gen'l. chairman of the banquet. ● Above: Many railroaders, active and retired, were present and they represented many years of railroad service. Combined service of this group is 240 years. Left to right: M. L. Jennings, new supt., Sacto Div.; J. H. Dyer; G. E. Gaylord, retired Western Div. supt.; Hack; J. D. Brennan, retired supt., San Joaquin Div.

Overseas Christmas Mail Can't be Sent Too Soon

SEPTEMBER 15 to October 15 has been set as the period in which to mail Christmas parcels and cards to members of the armed forces overseas, according to United States postal authorities. Mail should be posted as early during that period as possible. The term "armed forces" includes personnel of the Army, Navy, Marine Corps, Merchant Marine, and civilians working under their jurisdiction.

Packages must weigh no more than five pounds, and be no more than 15 inches long. Overall size cannot exceed 36 inches, length and girth combined. Articles should be firmly packed in boxes of metal, wood, solid fiberboard, or strong double-faced corrugated fiberboard, and should be securely tied. Name, identification of addressee, and complete address should be plainly marked on the parcel. Each package should also be labeled "Christmas Parcel." Cards will be carried only as first class mail and must bear return address of sender, including zone number. Requests from service men are not required for Christmas parcels.

Since clothing and food are amply provided all personnel, request is made to not include such items in the gifts. Perishable matter will not be accepted, neither will matches, lighter fluid or other inflammable material, intoxicants, or poisons.

Suggested items for gifts include: books, tobaccos, hard candy, pocket size military cases, and toilet articles such as soaps, razors, blades, and lotions. Money should be sent via US postal money orders, but this service is not available for members of the Merchant Marine.

-V-

Railroad Watches Scarce: Although the allotment of railroad watches to the railroads has been increased for September, latest figures show that the supply will not be sufficient to protect the needs of the industry. In order that watches now held by workers who are subject to time service may be kept in good repair, S. A. Pope, manager, Time Service, SF, urges employes to return loaner watches as soon as their own are repaired. "Some men turn their watches in for repairs, are given a loaner watch in exchange, and informed their watches will be ready in a week, but often two or three weeks, or more, pass before the loaner watch is returned," Pope said. "This seriously hampers the speed with which other watches can be accepted for repair."

Alert Train Crew Saves Packing Shed From Fire

QUICK thinking of a Sacramento Division switching crew recently was credited with saving a large Loomis packing shed from damage and possible destruction by fire.

Members of the crew were: O. H. Brooks, conductor; R. H. Fowler, engineer; W. H. Flint, fireman; L. L. Cook, A. M. Langston and W. Nixon, brakemen. Their alert action is described in a letter of appreciation written by George H. Casey, president, Pacific Fruit Exchange, to Supt. M. L. Jennings.

According to the letter, the fire started in some residences and spread to the roof of a packing shed in Loomis yard, where the switching crew was spotting cars at various sheds. Quickly sensing the seriousness of the situation, the crew rushed the engine with fire-fighting apparatus to the endangered shed.

"Their action," the letter states, "was not only a benefit to us but to the growers who are marketing their fruit through our organization. We take this means of expressing our appreciation to the boys in the train crew."

In conveying the message to the train crew, Supt. Jennings said, "Such actions impart a definite meaning to our slogan, 'Your Friendly Railroad.'"

WIVES AND DAUGHTERS of SP firemen and engineers met in LA, July 6, when the Women's Auxiliary, BofLF&E, held a luncheon and inspection of floor work and drills. Among officers (front row, left to right) are: Mesdames Kline, Tucker, Troxler, Howell, Sullivan, Biattel, Burt (president), Miss Margaret Burt, Mesdames Bishop, Pickett, Davis, Welsh and Painter. The Auxiliary, known as Orange Blossom Lodge No. 98, invites wives and daughters of San Joaquin and LA Div. firemen and engineers to join.



HELP SHORTAGE STILL ACUTE



Bertha Scovell Mrs. B. C. Surber

AS THE war enters its most crucial phase, so do the railroads face their greatest test in history. For Southern Pacific, this test will be to perform new miracles of transportation with a shortage of more than 8,500 badly-needed employes. The Company is using every available means at its command in an effort to fill the gap. It is using newspaper advertising and radio programs and has set up employment bureaus in many cities. But these are not enough. The assistance of every employe is needed in recruiting the help necessary to properly carry on the impending wartime transportation job.

Good paying jobs are open in many departments—in offices, yards, shops, roundhouses. Many types of jobs can be, and are, filled by women; jobs like those of Bertha Scovell and Mrs. B. C. Surber (above).

Bertha Scovell is a log scaler at Wheeler, Ore. She took the job last February and Agent A. H. Gast says that in no time at all she became a first class log scaler and station clerk. Bertha now is studying telegraphy and hopes to become an operator. Mrs. Surber, who just completed her first year's service with SP, was the first woman coach cleaner at Ashland yard on Shasta Division. She says she's really happy to be with SP and shows it by the efficient manner in which she does her job.

These women, and others shown on this page, are typical of the thousands who are filling man-sized jobs all over the system. And there is room for many more—and men, too.

Employes are the most potent recruiting aids the Company has. As Commander Dr. Corydon Wassell, USNR, told groups all along the line during his recent tour, "Your Company can advertise in the newspapers and on the radio, but you, with your personality and firsthand knowledge of railroading, can do more than all these advertisements to bring in the critically needed help Southern Pacific must have for the successful operation of its war trains."

Applicants and tips on prospective applicants should be referred to the nearest SP employment office, superintendent's office or any hiring agent of the Company.

"MAIN LINE" CLIMBS

PROGRAM rating reports prove that *The Main Line*, Southern Pacific's weekly radio show, is scoring a hit with listeners. The program's rating didn't even take the normal dip that most shows take during the summer months. When the rating for radio sets in use began to drop last February, following the normal curve, the rating for *The Main Line* began to rise and has been rising ever since.

ROUNDHOUSE EMPLOYES: All over the railroad women are doing great work in filling jobs vacated by SP men in armed services. Among the capable railroadettes is this group at Tucson roundhouse, who help keep locomotives fit to handle the war load.





CREW CLERK: Mary Lee Burton (seated) recently took over the busy assignment of crew clerk at Tucumcari, division point for SP and the Rock Island. Shown with Mary Lee is her assistant, Frances M. Morrow. Photo by Gordon Campbell.

Friendly Service Is Motto Of Bakersfield "Hello Girl"

WOMEN today are filling more and more positions on the railroad that were formerly held by men, but that doesn't mean women railroaders are an innovation. For years thousands of women have been on SP's staff and they, too, are doing their share to keep the war loads moving.



Amy Crouch

For instance, there is Mrs. Amy Crouch, chief telephone operator at Bakersfield, who for many years has been one of the most consistent members of that station's force. Amy came to Bakersfield from Missouri in 1924, and went to work with SP as switchboard operator on July 1 that same year. Her many years of service have all been spent in some capacity at the switchboard, and today as chief operator she has five operators under her jurisdiction. Not only does she supervise the job, but at times she works the board herself, and she is always on hand to do a little pinch-hitting when something goes wrong.

Amy has won the respect, confidence and admiration of all her associates, and has established a most enviable record for fast, efficient service. Besides efficiently handling her war job she is a 100 per cent supporter of War Bond purchases and other war activities.

SP is proud of its women veterans who, like Amy, are doing so much to help hi-ball the Victory Trains.

THE SP Family AT HOME

By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known foods writers and consultants

COOKING is wonderful! Anyway, there are plenty of things to wonder about while you're doing it, plenty of questions to ask. Here on your home page this month are answers to some of those wonders.

Number 1 in the minds of most homemakers is, "Wonder what I'll have for dinner?" So here's one good answer:

Creamed Carrots and Potatoes
Dad's Hamburgers Whole Wheat Bread
Sliced Tomatoes Topped with Chopped Onion
Sliced Peaches Cookies Milk

Take these potatoes and carrots—they're really a delicious dish, easy to do. Just peel potatoes and cut into small chunks. Scrub carrots and cut into slightly larger pieces. Cook together in just enough boiling salted water to cover. While they cook, blend about a tablespoon of flour with a tablespoon of margarine. When vegetables are tender, much of the water will have boiled away; add enough undiluted evaporated milk to make the amount of sauce you want, then add the flour-margarine mix, and stir until smooth.

There you have a dish that is crammed full of food value. The carrots add vitamin A (one vitamin in which potatoes are low); the cooking water contributes more food value, and the milk rounds out the dish. Try it.

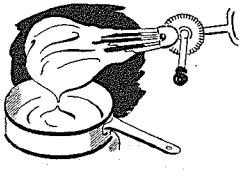


KNEADING BREAD? Right way is to fold the dough over toward you, then push down and away from you. Keep turning the ball of dough about a quarter-turn after each folding and pushing motion.

CRUNCHY SALMON SALAD

1 flat can (½-lb.) salmon
3 hard-cooked eggs, chopped
½ cup diced celery
1 sweet pickle, diced
1 small onion, chopped
1½ cups crushed potato chips
½ cup mayonnaise
1 tablespoon lemon juice
Lettuce

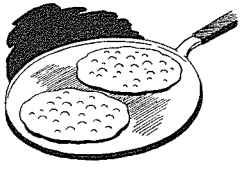
Have everything good and cold. Drain and flake salmon, removing skin. Add eggs, celery, pickle, onion and potato chips, and mix lightly. Add the lemon juice to the mayonnaise and add to other ingredients. Heap in a bowl lined with lettuce and serve immediately, so that potato chips will stay nice and crisp. Serves 3 or 4.



MAKING 7-MINUTE FROSTING? Then beat it until the mixture will make peaks when the beater is lifted out of the double boiler. Drawing tells the story. Have cake cool before you frost it.

FOR DAD'S HAMBURGERS

Mix a beaten egg with the ground meat and season well before shaping into flat cakes. Cook quickly, turning once. After that first turning, lay a thin slice of cheese a-top each burger and let it melt while the meat cooks through. Serve piping hot.



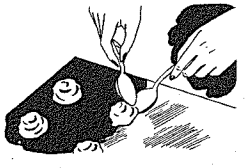
MAKING HOT CAKES? See that edges are baked before you flop the cake, then flop only once. Never spank a hot cake.

BERRY GOOD CAKE

For dessert some Sunday soon try this berry cake. First, make a hot milk sponge cake like this:

1 teasp. baking powder
¼ teasp. salt
2 eggs
1 cup sugar
1 cup flour
½ cup milk
1 tablesp. butter
1 teasp. vanilla

Beat eggs; gradually beat in sugar, beating until fluffy. Sift flour, measure, then sift with salt and baking powder. Add to egg-and-sugar mixture. Beat thoroughly. Heat milk and butter just to boiling, add vanilla; add all at once to batter and beat slightly. Pour into greased 8x8x2-inch square cake pan and bake in a moderate oven (350°) for 30 min. Turn out. When slightly cool, cut in squares, and serve with this topping: Beat 2 egg whites stiff with a dash of salt, gradually beat in 2/3 cup sugar, and beat thoroughly, then beat in 1 cup mashed strawberries or raspberries.



MAKING DROP COOKIES? Then allow plenty of space between the dabs of dough on the pan—keeps them from running together. Always flour the pan as well as greasing it. Chill dough before dropping.

County Without Railroad Gets Good "Rail" Service!

LAKE COUNTY is the only county in California without a railroad, but even though its principal products are highly perishable and must be moved to distant markets, the lack of rail transportation does not handicap it in competition with other producing areas. This is for two reasons: the premium quality of its agricultural products; and the superb service rendered by Northwestern Pacific, Pacific Motor Trucking and Pacific Fruit Express.

Absence of a railroad in Lake County is due to natural barriers. Attempts have been made to construct a line with local capital (part of the roadbed was actually constructed) but when the mountains were reached the project was abandoned.

Among the principal products are pears—1372 cars were shipped last year—and the manner in which these are handled is typical of the service rendered by the aforementioned companies in moving all products.

Prior to the pear harvest season, conferences are held by traffic and operating representatives of the three companies with growers and shippers. Suggested programs are discussed and every effort is made to plan the entire movement to everyone's satisfaction. The plan goes like this:

After pears have been packed (material for packing moves to Lake County by NWP and PMT), boxes are hauled by PMT from 25 to 35 miles to railhead at Ukiah, where pears are transferred to precooling plants or into precooled cars.

Meanwhile, empty "reefers" are delivered to NWP at Schellville by SP and moved to Santa Rosa to be pre-iced. This is done by PFE, which maintains a district manager in Santa Rosa to supervise the refrigerator car situation. When iced, cars are moved to Ukiah and are placed for loading at 7 a.m. At 3:30 p.m. all loads ready to move are switched into trains and started on their way and by 3:30 the following morning are turned over to SP at Schellville for movement to marketing centers. A second train leaves the shipping territory at 10 p.m. and this includes cars that weren't loaded in time for the earlier departure.

The extent of the 1944 pear crop is not known at this time, but whatever the size it is certain that NWP, PMT, PFE and SP will see that it moves safely and expeditiously.

On the average, a freight car runs for 30 years without it being set out of a train because of a "hot box."



PRIZE-WINNING DISPLAY in Roseville Victory Garden Harvest Festival was entered by Mrs. James A. Taylor, wife of Sacto Div. locomotive engineer. For description of Mrs. Taylor's exhibit, see below. Photo by "Sparky" Heilbron.

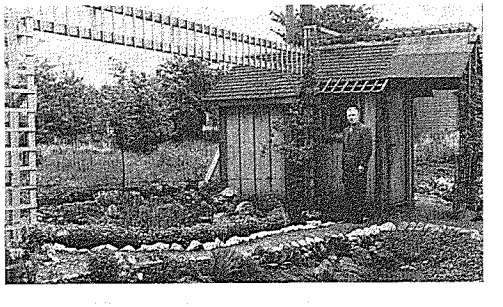
PRIZE GARDEN DISPLAY HAS RAILROAD FLAVOR

CLEVERLY weaving the railroad theme into her Victory garden display, Mrs. J. A. Taylor, wife of Sacramento Division locomotive engineer, won top honors for her exhibition of choice fruits and vegetables at the harvest festival held recently in Roseville.

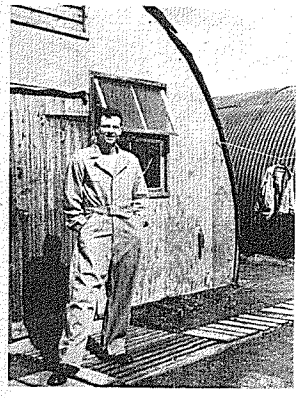
A miniature SP train, consisting of a toy engine, nine flat cars (made by Engineer Taylor in his work shop at home), a gondola and a caboose was loaded with corn, onions, string beans, carrots, green peppers and tomatoes. Two flats carried rhubarb stems tied on like long poles. The train formed the highlight of the display which portrayed an abundance of food for our fighting men with ample left over for the home front. A toy wagon, drawn by miniature horses, represented transportation from the farm to the train.

Mrs. Taylor proved that a large garden is not necessary to grow prize-winning products as material for her display came from two plots—one 15x25 feet and one 10x15 feet.

BEAUTIFIED SWITCH SHANTY: No reason why a switching yard should be a dull, drab, and dreary place, says Yardman E. Robb of Brooklyn, who has made it his hobby to beautify the Haig Street switch shanty at Brooklyn. Utilizing scrap lumber, he made artistic trellises which support his feature attraction, Paul Scarlet roses. Other varieties of flowers fill the beds, and a small maple tree is growing vigorously in the background.

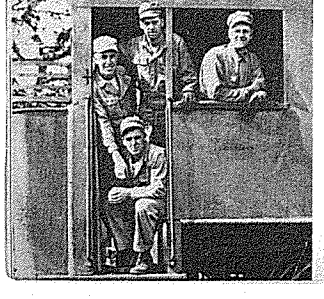






SGT. TED L. GINN is pictured at the entrance to his "bungalow" somewhere overseas. Ted was brakeman on Tucson Div. before he joined the 729th Ry. Operating Battalion.

SGT. JAS. M. PODVA and buddies in the cab of a locomotive, somewhere in England. Podva (standing at left) was brakeman on Shasta Div. before joining the armed services.



On All Fronts . . . .

WITH SP FIGHTERS

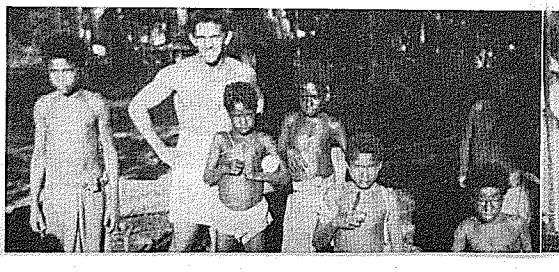
AS ASSAULT forces rammed ahead in Normandy, First Sgt. **Howard L. McCarthy,** formerly of Freight Traffic Office, SF, and **Harry Kaufman,** who worked in Aud. Pass. Accts. Office, SF, pitched in with their fast-working Military Railway Battalion to keep men, materials, and supplies moving up to the front to meet the ever increasing demands of the battle.

The retreating Nazis, when falling back from the Normandy peninsula, before the battering forces of Allied armies, destroyed or seriously sabotaged all railroad lines leading into the interior of France. That was an eventuality which the U. S. Army Transportation Corps had expected and for which they were prepared. Speedy battalions of military railroaders followed right behind the assault forces, laying down new lines and putting railroads into operation once more with a minimum loss of time.

From Italy writes Sgt. **Alfred C. Tedesco,** former carman apprentice at LA Shops, and now serving with a Railway Operating Battalion. He says that the sight of homeless people scattered along the road for miles, living in box cars, and even on flat cars, ravenously hungry and in dire need of clothing is one to move the hardest heart. "It's not money the people haven't got, it's food —and you just can't eat in front of children without giving them some," he said. He mentioned other sad conditions and closed with: "We can thank God that our people don't have to go through conditions like these."

Lt. **Kenneth Harper,** who has been overseas for the past six months, paid a surprise visit to friends in the Treasury Dept., SF, where he worked before joining the Army Air Corps. Bombardier on 35 missions in the European theater, including a D-day raid over France, Ken says he and his crew came through without a scratch. Their worst experience was on one raid when their plane was badly shot up and the long trip home was made on two motors. "If you don't already know how to pray, you soon learn when you join a bombing squadron," Ken says. "And next to

(Continued on page 19)



CARLO VELLA, former clerk in Aud. Frt. Accts., SF, is shown with a group of young New Guineans. Carlo, now with an advanced medical unit, has been in So. Pacific two years.



SERVING THEIR COUNTRY

16,156 men and women from SP Company as a whole (Pacific Lines, T&NO, PE, NWP, PMT and solely owned subsidiary companies) were on August 15 in Uncle Sam's uniforms at home and overseas. Names below supplement those previously published in the "Bulletin," and as lists are compiled we will print the names of others from the Company's Pacific Lines, which number, August 15, totaled **11,940**

DINING CAR DEPARTMENT

ALIX, Joseph J. (WOC), Army
AMBROSE, Thomas (LAC), Army
ASHURST, J. L. (WOC), Mer. Mar.
CURTIS, Eddie (WOC), Army
FRASER, J. B. (WOC), Mer. Mar.
JACOBS, Augustus E. (WOC), Army
JOHNSON, Willie, Jr. (LAC), Army
JONES, David No. 2 (WOC), Army
MERRIWETHER, J. A. (WOC), Navy
PULLIAM, Henry Lee (LAC), Army
ROSS, James (LAC), Army
SMITH, James H. (LAC), Army
TELIEZ, Arturo (EPC), Navy
THAMES, Wm., Jr. (WOC), Mer. Mar.
WILLIAMS, Elmore (WOC), Navy
WOLF, W. J., Jr. (WOC), Army

ACCOUNTING DEPARTMENT

FINN, Patricia E. (APA), Waves

PACIFIC MOTOR TRUCKING

ALSPAUGH, K. C., (Port.), Navy
BAYLESS, Edward L., (LA), Navy
GOY, William, (San Jose), Army
CRIPPEN, J. V., (San Jose), Army
ELLER, V. D., (Fresno), Marines
HATHAWAY, Paul E., (LA) Marines
HAVEKOST, Woodrow V., (LA), Navy
HICKEY, Robert E., (LA), Navy
HURLBUTT, Jack J., (LA), Army
KAZE, Floyd B., (LA), Navy
LONG, Cecil, (Thorne), Army
PAYAN, Salvador G., (LA), Navy
SANCHEZ, Felix (LA), Army
SELF, Andrew J., (LA) Army
SHELTON, L. B., (Fresno), Army
WILLIAMS, Edward, (LA), Army

WESTERN DIVISION

BENARDO, Remo L., Navy
BOND, William M., Army
BURDICK, Glenn L., Army
CONSOLI, Arnold J., Navy
DAVIDSON, Lloyd C., Navy
EATON, Charles J., Army
ELLIOTT, Carl J., Army
MOTSINGER, E. C., Army
NEWTON, Ben E., Navy
SMITH, John M., Army
SMITH, John N., Navy
THOMAS, Dale E., Army
THOMPSON, Carl W., Army
WALKER, John O., Army

LOS ANGELES DIVISION

ALEXANDER, Wm. R., Army
BEAUMONT, Frank T., Army
CROW, Norman B., Army
DuPRIEST, Clarence E., Navy
FIERRO, Alfred R., Army
FOXHOVEN, George Jr., Navy
FREEBERG, Dale D., Army
GOLDHAVEN, G. M., Navy
GRIGGS, David B., Mer. Mar.
HAYNES, Jimmy E., Army
HERNANDEZ, Teodo, Navy
HUSTON, Alvan E., Army
JONES, John W., Army
MATSDORF, Wm. J., Navy
MILLER, Frank G., Navy
NUGENT, Chas. A., Army
PRIPPS, Morris B., Army
THOMPSON, J. H., Mer. Mar.
THORNBERRY, R. H., Army
URQUIDI, Peter, Army

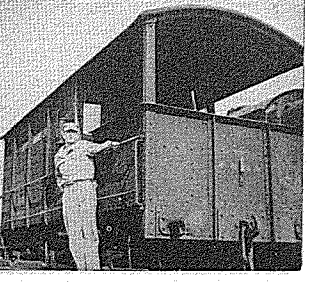
(Continued on page 21)

JOSEPH GELARDI, former check clerk at 4th & Berry Freight Station, SF, and now a private in the Army, seems to have made a hit with his new found neighbors in New Guinea.



EUGENE SULLIVAN (right) checks watches with his engineer as they prepare to haul a load of war freight across No. Africa. Sullivan formerly was fireman on Coast Div.

ROBERT L. RABB, former brakeman on Tucson Div., aboard a caboose in England, where Rabb is with a Ry. Operating Bn. Note hook-and-chain coupling device at end of caboose.





Junior Call | William Robinson | William Minor



IN THE WAR HEADLINES

DIED IN SERVICE

ALL Southern Pacific employes join in extending sympathy to the families and loved ones of the fighting railroaders listed here who have made the supreme sacrifice.

Cpl. **William T. Robinson,** former news agent accounts clerk, Aud. Misc. Accts., SF, was reported wounded July 9, and died July 10. His last letter was mailed from France. He was a member of U. S. Field Artillery. A sister, Geraldine Anne, is employed in Aud. Payroll Accts., SF.

Sgt. **Eugene A. Chesley,** former B&B carpenter, Tucson, was killed in France, July 12. He joined the Army in Jan., 1941, was given an honorable discharge, Dec. 4, 1941, and was recalled to service the following March. His brother, Arthur, is a B&B foreman on Tucson Division.

Pvt. **Q. Udell Edwards** was killed in action in the Southwest Pacific, July 2. He was employed as a water service mechanic on Tucson Division prior to entering the Army. Before going to the Southwest Pacific area he had served with the Army in the Panama Canal Zone and in New Guinea.

Pvt. **Alfredo M. Figueroa,** former boilermaker helper at Tucson roundhouse, was killed in action in the Mediterranean area, Nov. 27, 1943. "Gordo," as he was affectionately known to his associates, has three brothers serving in the Army overseas.

Paratrooper Pvt. **Fred W. Kendall** was killed in action in France, June 23. He was a water service mechanic helper at Truckee when he enlisted in May, 1942.

Sgt. **Raymond E. Lucey** was killed in action with the Infantry in France, July 7. At the time he entered the armed service he was a machinist helper at Sparks.

S/Sgt. **Gene Gunning,** reported missing more than a year ago, has been officially reported as dead. He was a gunner on a Flying Fortress, operating in the Mediterranean area. Two months before he was killed his plane crash-landed in the sea after a raid on Naples. He was awarded the Purple Heart and later rejoined his unit. He was employed as a laborer at Sacramento Shops before joining the Air Corps.

T/Sgt. **Charles W. Risan,** previously reported missing in action, has been listed officially among the war dead. A radio operator on a Flying Fortress, Charles was killed March 4, during a raid over Yugoslavia. He was employed as a clerk in LA freight station before entering the armed service.

Benjamin J. Maldonado, former machinist helper at Sacramento Shops, has been killed in action with the U. S. Marines. Information as to the location and manner of his death was withheld by the Marine Corps except that he lost his life while performing a service "far beyond the call of duty."

MISSING IN ACTION

ACCORDING to a report from the War Department received by his wife, First Lt. **Gordon A. Robbins** is missing in action in the Mediterranean area. Gordon had been stationed on Sardinia since Nov. 1943, and had been assigned the post of armament officer only a month before he was reported missing. He joined the Army as a member of the National Guard in June, 1941, and had been overseas since Nov. 1942. Before entering active service he was a machinist helper at Sparks, where a brother, now Capt. Lee Robbins, in military service, was a machinist.

WOUNDED

WHILE helping the Marines storm the approaches to Saipan on July 2, Pfc, **Junior E. Call** was hit by shrapnel and critically wounded. He has been awarded the Purple Heart and is now recuperating at a hospital in New Guinea. Junior was a timekeeper at Ogden before joining the Marines.

After going through the battle at Tarawa unscratched, **William R. Minor,** former rodman on Shasta Division, sailed with the Marines into the Saipan invasion where he was wounded. He was returned to a rest station in a Navy hospital at Honolulu where he is now confined.

While serving in the European theater of operations, Pvt. **William Kirby** received multiple wounds when a large enemy shell exploded near him, July 5. Before entering the Army, Bill was employed as a boilermaker apprentice at Bakersfield where his father, Paul, is a blacksmith for SP.

Pvt. **Francis Miles** was wounded during the invasion of France. The former machinist at Sacramento Shops is now convalescing in a hospital, but expects to be back in action soon.



SILVER STAR AWARD is presented to Major E. M. Newman (left), former section stockman at El Paso Stores, by Lt. Gen. Mark W. Clark for gallantry in action during the Italian campaign last January. Newman was in charge of the battalion assigned to first establish a bridgehead in heavily defended enemy territory. When enemy fire destroyed river boats and caused casualties among the guides, he personally reorganized the plan of attack and supervised the approach of the battalion. His citation reads in part: "He exposed himself constantly to the holocaust of fire over a period of more than five hours. During this time he reorganized units that had suffered heavy casualties and encouraged them to carry on with plans of the crossing."

PRISONERS OF WAR

WORD has been received that S/Sgt. **Richard H. Egger,** former employe at Sacramento Shops, is now interned in a German war prison. Advice from his father, who is a blacksmith at the shops, states that Dick's twin brother, Robert, is also a German prisoner of war.

S/Sgt. **Herbert F. Willman,** who was reported missing in action when he failed to return from a mass aerial attack on Germany, Jan. 11, is now a prisoner of war and in good health, according to the Red Cross. Herb, a rear gunner on a bomber, is a former employe at Dunsmuir Store.

Long months of worry were somewhat alleviated for the parents of Marine Sgt. **Douglas W. Bogue,** when their hopes that he is a prisoner of war were confirmed last month. Douglas, a former yardman at LA, had not been heard from since the fall of Corregidor.

According to word received through the International Red Cross, Lt. **Harvey W. Reid** is now being held a prisoner of war in Germany. Harvey was on his eighth aerial mission over Germany when taken prisoner. He worked at Dunsmuir prior to entering the armed forces.

After having been reported missing in action **Luther LeFever,** former PFE carman at Colton, is now listed as a prisoner of war in Germany. His mother recently received word that he is in good health.



RYAN BROTHERS, James (left) and John, were San Joaquin Div. employes before they joined the armed services. James, now a mechanic specialist in the Army Air Corps, was pipefitter helper; John was machinist helper before enlisting in the Marine Air Corps. Both boys are overseas.

WITH SP FIGHTERS

(Continued from page 16)

praying we'll come through safely, I guess what we pray for most are letters from home."

A joint letter from England reflects the humor with which Lt. **Charles Bodwell,** formerly of Aud. Equip. Accts., SF, and Sgt. **Robert Clark** of LA Division, regard the English freight cars. They say: "We would like to send you folks at home one of these English freight cars for a souvenir watch fob. However, we will have to forego that, not that the cars are too big, but they just can't be spared, you know."

Recently transferred from England to Russia, M/Sgt. **James B. Graham,** former PMT head driver at Redlands, writes that: "Russia is a nice country, very much to the contrary of beliefs at home. The people, generally, are grand, and the Russian soldier is a soldier in every sense of the word." Jim is the first member of the SP family on record to receive the *Bulletin* in Russia.

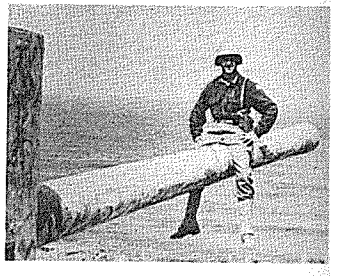
Cpl. **M. J. Staley,** former machinist helper at Brooklyn, writes from Italy that the railroads over there are still keeping 'em rolling in spite of bomb-twisted rails. He also intimates that he may bring home an Italian bride.

Back in the States after two years in the Aleutians is **Harold H. Thomas,** former shovel operator, Engineering Dept., now with an Aviation Engineer Battalion. Harold, who was working on Portland Division when he joined the armed forces, made good use of his SP experience in operating one of the huge diesel-powered shovels to make landing strips for our planes in the Aleutians. The shovels, he says, are typical of the superiority of our equipment over that of the enemy. "The same work we do with the shovels, the Japs were doing with hand baskets, and we accomplish in a week more than they did in months," he stated. "With the equipment we're getting we can't lose, and that's why we like to hear the folks at home are putting everything they can into War Bonds—they're what keep the stuff coming." Harold is the son of George Thomas, Water Service Dept. employe at Bayshore.

Some of the boys are doing as much traveling in the armed forces as they were on their train jobs before going to war. **Jack McCann,** former switchman at Los Angeles, for instance, has traveled enough sea miles to take him around the world five times and has crossed the equator 60 times during his 18 months of service in the South Pacific. Rated as a fire controlman 3/c, he has just finished a 30-day furlough and now is attending school at San Diego for additional fire control train-

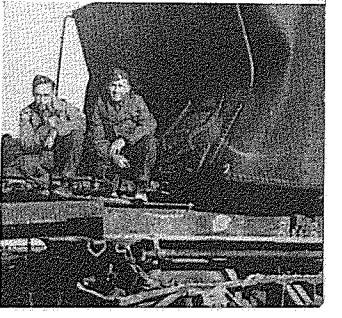


IN ENGLAND life is a series of "ups and downs" to Pfc Pete Markantonis of Sacramento Div., shown above (left). Formerly an SP painter, Pete is now a telephone lineman with the Ninth Air Force Service Command.



CAPT. H. B. BENEDICT, formerly of SF General Freight Office, sent this picture of himself in the Mediterranean theater and said: "It is much nicer to be perched on one of these guns than coming up against them from the sea."

IN IRAN with a Railway Battalion are Capt. D. J. Dunwoody, of Dunsmuir, and Lt. Henry Clark of Sacto Shops. Note damaged equipment. Clark recently was honored when soldiers named a baseball diamond in Iran "Henry Clark Field."





NINETEEN MEN HAVE GONE TO WAR from the families of these ten young women car cleaners at San Luis Obispo, and their boss, Bruce Hamilton, has two sons in the fighting forces. Left to right, in front, are Ethel I. Boyd, Delfina Peralez, Myra Haakenson, Maude Cooper, Fay Reis. Standing: Sarah Miller, Esther Henthorn, Bruce Hamilton, Doris Walker, Mary McAfee, Beatrice Timmerman.



USO HOSTESSES from SP's Motive Power and Telegraph Departments in SF recently were (left to right): Clara Molyneaux (co-chairman), Erna Wallace, Helen Dorn, Alberta Ruef, Betty Holt, Joyce Osborn, Doreen Cunningham, Ada Kirkland (co-chairman), Lorraine Webster. The girls served dinner to one of the biggest crowds of service men to attend the popular monthly "SP Night" parties at the USO canteen.

ing. He is the son of LeRoy C. McCann, an LA Division employe.

An SP man who participated in the battering of Saipan is **Harry W. Daakson,** former Salt Lake Division employe, who writes that he is still in the Marianas. About the shaking bombardments and the ordeals of war he had little to say, but expressed his gratitude for his safety and well being with: "I only thank God that I'm still alive so I may carry on my part in this war."

The points of interest that have been included on Pfc. **George Stone's** itinerary since landing in Italy read like a page from a prewar travel folder. The wheat fields and olive groves of Northern Italy, the Vatican, Rome and Naples are a few of the attractions he has seen on his travels in the Italian "boot." He writes: "It is interesting to know that most of the old Roman architecture is still there, and seeing the ruins is something I will long remember." George worked on LA Division before joining the armed forces.

John R. Stokes, Jr., former yard clerk at Santa Barbara, has been promoted from first lieutenant to captain in the Ninth Air Force Command in England. A pilot, John is flight commander of the Silver Streaks Marauder group and has led it on missions against Nazi targets in France, Belgium and Holland. He took part in the D-day invasion of France. All in all he has completed 36 combat missions and wears the air medal with six oak leaf clusters. His father is a retired Tucson Division conductor.

Life in France is mighty different from what it is in the U.S., according to Cpl. **Emerson Whipple,** formerly of Gen. Frt. Office, SF. "However," he says, "it's not as distasteful as you'd imagine. Of course, a foxhole is no lavish apartment, but we don't expect to have the comforts of home." "Whip" trained in Oklahoma and was just recently sent overseas.

Credited with leading his B-17 Flying Fortress group on frequent occasions directly to their targets through hazardous cloud-filled skies, Major **Archie V. Benner, Jr.,** former Rio Grande Division employe, has been awarded the Distinguished Flying Cross. In the attack on the aircraft assembly plant at Regensburg, he ordered a long level flight during the bombing run in the face of intense, accurate anti-aircraft fire, thereby placing his bombs on the important target with "a high degree" of efficiency.

When the Yanks invaded the Marshall Islands, Lt. **Robert Lathrop** rode in on a B-25 to help out with the bombing of the islands. But his plane was hit by several 20 mm shells just before it went over the target and for the next half hour the crew put on a running fight with several Zeros. After the enemy was fought off the bomb bay tank caught fire so the pilot put the plane into the water at about 200 miles per hour. Bob, a former Coast Division employe, was thrown through the windshield. The only others to escape were the pilot and co-pilot. After they spent about 20 hours on a life raft a PBY picked them up. Bob was severely burned, but good medical treatment healed the burns quickly and he is now stationed in the Hawaiian Islands as an Air Corps instructor. Bob is the son of H. A. Lathrop, office engineer in Engineering Dept., SF.

After more than a year's service with Coast Artillery in Panama, Lt. **Frederick M. Daly,** who worked in Aud. Misc. Accts. Office, SF, prior to entering the Army, has been selected to attend a submarine mine course at the Coast Artillery school, Ft. Monroe, Va. Fred is the son of M. E. Daly, B&B clerk on Coast Division.

In some of the most recent military promotions among SP folk, **E. J. Carter,** former chief clerk, Motive Power Dept., SF, has been named a major. Eddie is now serving with the 702nd Railway Operating Battalion in Iran. **Gordon Ridley** was recently promoted from lieutenant to captain in the Army. Gordon worked in inbound dept., 4th & Berry St., Freight Office, SF. **Tom Fante** has stepped up from 2nd to 1st lieutenant in a Ry. Operating Battalion that was last reported on its way overseas. Tom was assistant editor of the *Bulletin* at the time of his induction.



INTO THE WAVES went Marion Goldhahn, cashier's clerk at LA Freight Station, on July 28 and with her went two beautiful pieces of luggage presented as a farewell gift by fellow employes.

Serving Their Country

(Continued from page 17)

SALT LAKE DIVISION

BECRAFT, Henry T., Army
BITTON, Wallace, Navy
BLACKWELL, Ruth, Wave
BROOKS, James A., Navy
BURBANK, B. O., Mer. Mar.
CORTEZ, Frank F., Army
DOXEY, Loren T., Army
DRISCOLL, Raymond C., Navy
FYFFE, Harold W., Army
HADLEY, Frank H., Army
HARRISON, F. H. Jr., Army
HUFF, Charles A., Navy
KEARL, Adrian L., Navy
MARTIN, Keith H., Navy
MUMFORD, Marvin E., Army
O'DAY, Jack, Navy
PENROD, Elmer F., Navy
PORTER, James E., Army
RATTI, Reno J., Army
REIMANN, Jacqueline, WAC
REYNOLDS, Ralph, Navy
RICHINS, Wayne J., Navy
SAWYER, Harley D., Navy
SHERMAN, Junior L., Navy
SMITH, Curtis W., Marines
STENMARK, Borge C., Army
STOKES, Carl D., Army
STOLZ, Harold W., Navy
TANNER, Richard H., Navy
TERRY, Darwin D., Navy
TUCKER, Glenn T., Navy
VAN WOERKOM, M. A., Navy
VANDERHOFF, Giles L., Navy
VANZUEDEN, Robert H., Navy
WATKINS, David R., Navy
WHEELER, Leslie A., Army
WHITE, Theodore L., Army
WILLIAMS, John H., Army
WILSON, Raymond E., Navy

SACRAMENTO DIVISION

BENSON, Janis H., Navy
DOLSTRA, Wm. C., Navy
DUGAN, Ernie C., Navy
HARTELT, Thelma, WAC
KNUTSEN, Vernon E., Army
NEELEY, Robert J., Army
O'MEARA, John W., Navy
PALMER, Gay Q., Army
RITTER, Bernard A., Army
RUSSI, Jack W., Navy
TERWILLIGER, W. W., Army
ULRICH, James H., Navy
VINCENT, Robert J., Army

TUCSON DIVISION

ALFARO, Gilbert G., Navy
ALVIDRES, Rayo, Navy
ARES, Charles E., Navy
BENTON, F. R. Jr., Army
CLARK, John T., Navy
DAVIS, Charles C., Navy
DOHENY, Rodney R., Army
DUNCAN, H. E., Mer. Mar.
EDDY, Clyde F., Mer. Mar.
GEPHART, Robert G., Navy
HANSEN, Henry C., Navy
HIGUERA, Alfred M., Army
KRAHN, John A., Navy
LIZARDI, Jesus M., Navy
LORD, Blaine J., Navy
MESA, Carlos P., Navy
MUNIZ, Ernesto D., Navy
NEWTON, Robert C., Army
QUIHUIS, Mike, Navy
RAMIREZ, Manuel J., Army
RUMBAUGH, Donald N., Navy
SCHWAB, Max R., Navy
VALENCIA, Adam C., Navy
VELASQUEZ, F. D., Navy
WIDENER, Kenneth R., Navy

SHASTA DIVISION

DAVIS, Lloyd C., Navy
EACHUS, James R., Army
EDWARDS, Thomas J., Army
GETCHELL, Robert J., Navy
GONZALEZ, Daniel, Army
GRAY, George T., Navy
GUADANINI, Angelo, Army
HARMS, Edward, Mer. Mar.
HOLDMAN, Roy E., Army
JAECKLE, James P., Navy
NOBLE, Lloyd B., Jr., Navy
PADILLA, Augustini, Army
RAYWORTH, Ivan W., Army
REGINATO, Tony, Army
RUPP, Donald E., Navy
RUPP, Duane C., Navy
STRATTON, C. L., Jr., Army
WICKLUND, A. B., Navy

SAN JOAQUIN DIVISION

BEARD, Coleman C., Navy
CALLANAN, James R., Navy
CONNER, Rex E., Navy
DELMARTER, B. K., Army
DYE, Elbert H., Navy
FOLEY, Joseph L., Navy
FRANCISCO, G. T., Army
GIA, Pete, Navy
HANLEY, Robert D., Army
HEITZMAN, Al, Jr., Army
JACOBS, James W., Navy
KENNEDY, F. O., Navy
McCUNE, Lester L., Army
PAGE, Fred E., Navy
SELF, Warren A., Army
SULLIVAN, Norbet M., Army
TROUTMAN, Leslie M., Army
WALKER, Douglas W., Army

COAST DIVISION

ALBERTS, Gus J., Army
AYRES, Donald, Mer. Mar.
BENNETT, B. E., Mer. Mar.
BURGEN, R. N., Mer. Mar.
BUTLER, Kenneth H., Navy
CAMERON, Jack, Mer. Mar.
CANELLAS, Elias, Mer. Mar.
CARBERRY, A. H., Army
DEFTERIOS, M. D., Mer. Mar.
EDWARDS, Robert J., Army
FANNING, Ralph E., Army
FRIERE, Alexander, Mer. Mar.
HOLMES, Charles E., Army
KEENA, Wayne C., Navy
LOPEZ, Ivan W., Army
MARKEL, John P., Mer. Mar.
MARTINEZ, Antonio B., Army
MEADER, T. B., Mer. Mar.
MEISWINKEL, E. J., Army
MUND, Robert R., Army
NESBIT, Wesley G., Army
NILSSON, Stewart C., Army
NOVA, Angel V., Marine
PRITCHARD, Joseph L., Navy
REDINGSHAFER, F. Mer. Mar.
RICE, William L., Navy
RUSSELL, John R., Army
SHANE, Verle M. Jr., Army
SHELL, Lloyd, Mer. Mar.
SIMONS, Dick, Navy
SMITH, Dallas E., Army
SNOW Lester B., Mer. Mar.
STILL, Jack T., Army
TAYLOR, Ray, Mer. Mar.
VALLES, Jose R., Army
VAN der LINDEN, L. J., Army
VAUGHN, Darris W., Navy
WURZ, Wm. J., Mer. Mar.

SD & AE RY.

REITHMEYER, J., Marines

LOS ANGELES SHOPS

BROOKS, Allen E., Navy
COOK, Howard Lee, Army
DONAGRECHIA, G., Army
FLORES, Miguel, Jr., Army
HOPPS, Fred, Army
MARSOLA, Anthon J., Army
MONTOYA, Jesus, Army
SNEE, Richard L., Navy

SACRAMENTO SHOPS

BEIK, Raymond A., Mer. Mar.
BLAKE, E. D. Coast Guard
GIANATASIO, A. A., Navy
MARTY, George A., Mer. Mar.
McGUIRE, Frank J., Army
NELSON, Clifter Jr., Army
PATTON, Glen F., Army
SALAZAR, Rudolph G., Army
SEMONI, Bennie J., Army
SILVA, James B., Army
STEFANI, Robert J., Navy
THOMPSON, F. I., Mer. Mar.
ZOET, Jerry G., Army

SACRAMENTO STORES

BURKS, Phillip C., Army
LUSICH, George J., Army
PARIGINI, Harry T., Army
PAUL, Nedom A., Jr., Army

ONE YEAR OLD: August 25 marked the first anniversary of the AWVS canteen located in SP's station at Third and Townsend sts., SF. Sharing the birthday cake prepared by the Dining Car Dept. are, l to r: J. J. Jordan, supt., Coast Div.; Mrs. L. G. Rondelle, secretary to state chairman, AWVS; Miss Margaret McVeigh, night canteen chairman; Claude E. Peterson, asst. vice pres., System Pass. Traffic; Mrs. David Huenergardt, state chairman, AWVS; Mrs. Adele Wolfson, chairman of Monday canteen; H. R. Chine, ADPA, SF; Mrs. Norma Christian, AWVS representative at large; and T. Louis Chess, GPA, SF.





UNDER THE SHADOW OF MT. SHASTA in northern California, 24 miles of track was constructed between Black Butte and Grass Lake and opened to traffic Sept. 1, 1926.

75 YEARS OF PROGRESS

(Continued from page 11)

stopped there until construction was resumed in September, 1923, to complete the 118-mile gap between Kirk and Oakridge. Also involved in the finally completed Cascade Line was a 24-mile line change around the base of Mt. Shasta between Black Butte and Grass Lake, Cal., replacing the original section of line northward out of Weed.

The 278-mile Modoc Line, opened for traffic on September 15, 1929, was created by building from Klamath Falls 96 miles to Alturas and rehabilitating the N-C-O narrow gauge from Alturas to a connection with SP's Overland Route in Nevada. This new transcontinental link brought Oregon and certain northern California regions about 200 miles closer to markets of the East.

The new line through Phoenix, opened to traffic on November 14, 1926, and joined with the 1139 miles of the El Paso & Southwestern system which had been consolidated with SP on November 1, 1924, gave SP a second main line across Arizona and New Mexico as far as El Paso, Texas. The EP&SW properties, extending from Tucson through Douglas and El Paso to Tucumcari, N. M., with important branch lines in the two states, were developed by Phelps, Dodge & Company, extensive mining and smelting operators, dating back to 1888.

Some of the heaviest railroad construction ever undertaken was involved in completing the final 102 miles of SP's line in Mexico. Volcanic formations of the rugged Barrancas were particularly tough. Thirty-two tunnels were bored, and on one section of the work more than 4000 Mexican laborers were employed, using baskets slung on their backs and secured by a cord over the forehead, to carry dirt away from the mountain excavations. On April 17, 1927, first trains were operated over the 1095-mile through line from Nogales to Guadalajara, where connection was made for Mexico City.

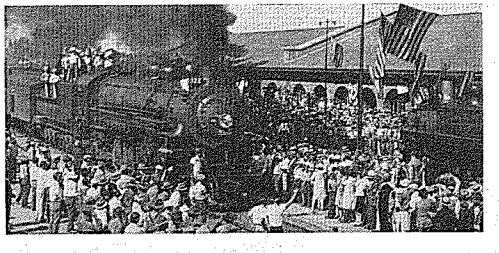
Rail Plant Strengthened

In addition to the construction of these important main line units, the expansive improvement program of 1923-30 included a multitude of other projects, only a few of the larger items of which can be mentioned here.

Double-tracking and strengthening the capacity of the Overland Route, particularly over the Sierra Nevada mountains, was one of the major jobs resumed in 1923. The project was begun in 1906 and nearly 200 miles of second track had been completed at various points between Sacramento and Ogden by the time work was suspended in 1914. Biggest single project in connection with the Sierra double-tracking, was construction of the Summit tunnel of 10,326 feet, longest on SP lines, which was completed during 1925. To further expand double track operations on the Overland Route, an agreement was made with the Western Pacific on August 1, 1924, for joint use of that company's 178-mile line between Alazon and Weso in Nevada. Double-tracking was completed at other points over the system, particularly on sections of the Tehachapi mountain line during 1922-23 and 1928-29, and on sections of the Coast Line between San Jose and Watsonville Jct. during 1927-30. The program also included extensive applications of slag and rock track ballast, also the strengthening or rebuilding of light capacity steel bridges and viaducts.

Several of the larger freight classification yards were expanded. First units of the new Taylor Yard at Los Angeles, which was to eventually total 250 miles of trackage, were completed during 1922-23. Other facilities, including subways and an office building, were added in 1926, and an engine terminal was completed at Taylor Yard during 1929-31. At Fresno a new freight classification yard, PFE icing station, and 15-mile freight line between Kerman and Biola Jct., were major units of a big project completed in 1929-30. During 1925-26-27 considerable trackage and other facilities were added to the Roseville terminal, where PFE completed its car repair shops and storage track extensions in 1927. An extensive freight yard terminal was constructed at Santa Clara, Cal., during 1926, with additional facilities completed 1928-29. Construction on a large terminal yard at Eugene, Ore., was begun in 1923 and the last unit completed during 1929.

At Yuma a single span 400-foot steel bridge was constructed across the Colorado river during 1923, at a point about 1300 feet upstream from the former crossing. Involved in this change of line was a new terminal yard and 11 miles of double track extending five miles east of Yuma to the East Yard and six miles west to junction of the Inter-California at Araz Jct. Sharp curvature and adverse grade was eliminated eastward from Yuma. These terminal changes were progressively constructed and completed during 1928.



OPENING OF SP'S NEW MAIN LINE IN ARIZONA was celebrated with the meeting of two special trains carrying visitors from San Francisco, Los Angeles, San Diego, Yuma and other points, arriving at Phoenix station October 15, 1926.

Outstanding among new passenger stations completed in the 1923-30 period, were: Glendale, Ogden Union station, and Phoenix Union station in 1924; Sacramento, Reno and Yuma, in 1926; and Stockton in 1930. A new freight station was completed at Bakersfield in 1927.

The 16-mile narrow gauge line of the Lake Tahoe Railway and Transportation Co., originally opened between Truckee and Lake Tahoe in May, 1899, was leased October 16, 1925, rebuilt to standard gauge and opened for traffic May 1, 1926. (This line was abandoned in 1943.)

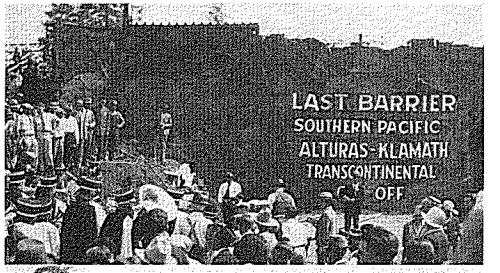
The Oregon, California & Eastern Ry., from Klamath Falls to the Sprague River in southern Oregon, was purchased July 22, 1927, and a half interest subsequently sold to the Great Northern. Construction of an extension to Bly was completed on April 30, 1929, giving the road a total of 65 miles.

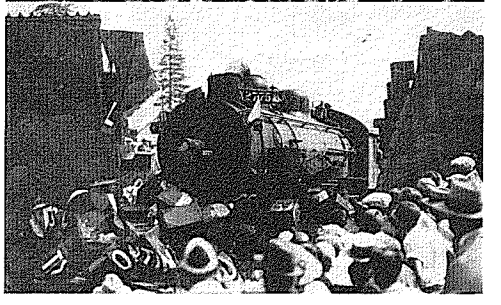
Construction was begun in May, 1929, on the $10,000,000 5503-foot double-track Martinez-Benicia bridge across Suisun Bay, 35 miles from San Francisco, the longest and heaviest railroad bridge west of the Mississippi. First trains were operated across the span on October 15, 1930. Its completion made possible the abandonment of the world's two largest car-transfer ferry steamers, the "Solano" and "Contra Costa," which for many years had carried freight cars and entire passenger trains across Carquinez Straits between Port Costa and Benicia.

To the properties in Texas and Louisiana the 40-mile line of the Franklin and Abbeville Ry. Co., serving a Louisiana sugar refinery and plantation, was added in November, 1924. Control of the Dayton-Goose Creek Ry. Co., a 25-mile line from Baytown, Texas, to connection with the T&NO at Dayton, Texas, was acquired through stock ownership on May 1, 1926; and in the same manner control of the 125-mile Texas Midland Railroad from Ennis to Paris, Texas, was acquired on April 1, 1928. An important piece of construction in Texas, principally to overcome serious washouts, was the replacing of the old line of nearly 14 miles between Langtry and Osman, with a new line less than ten miles in length.

The San Antonio and Aransas Pass Ry. Co. was re-acquired on April 8, 1925, and operated in consolidation with SP's Texas lines. SP had control of the capital stock and guaranteed the principal and interest on the first mortgage bonds of this company up to 1903, when a court decree required SP to relinquish its control. The SA&AP's 725-mile line in Texas extended from Waco on the north, Kerrville on the west, and Houston on the east, to Falfurrias and Corpus Christi on the south. During 1926-27 this property was extended approximately 115 miles into the Rio Grande Valley, the new line from Falfurrias through Edinburg to McAllen being placed in complete service in February, 1927, also 15 miles of the line east of Edinburg opened to freight traffic. Remaining portion of the line, Edinburg through Harlingen to Brownsville, was opened to freight service on October 20, 1927, and to passenger service the following November 10.

Important subsidiary and affiliated companies organized on Pacific Lines before the end of 1929 to carry on specialized phases of the railroad's varied transportation services, were: Southern Pacific-Golden Gate Ferries, Ltd., in May, 1929, to handle ferry boat vehicular traffic between several points on San Francisco Bay; the Southern Pacific Motor Transport Company, in April, 1927, to operate motor passenger coaches on highway routes; and the Pacific Electric Motor Transport Co., in March, 1929, to experiment with motor trucks operating in conjunction with freight trains in the delivery of less than carload freight from store-door of the shipper to store-door of the receiver.



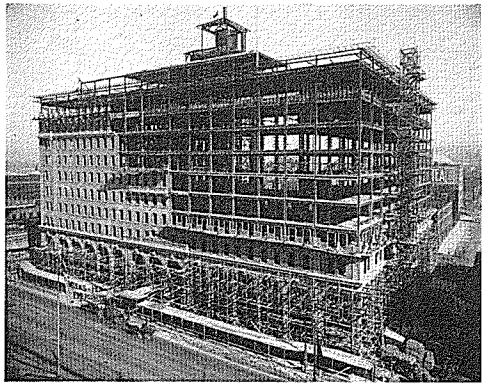


A NEW TRANSCONTINENTAL RAIL LINE between southern Oregon and the East was completed September 14, 1929, when the "last barrier," an improvised obstruction of light boxes and heavy paper built across the tracks, was broken to officially open SP's 96-mile line between Klamath Falls, Ore., and Alturas, Cal., connecting the Cascade Line and Overland Route. Operations over the new route began the next day.

Chief executives who supervised SP's affairs in the period before the dark days of the depression struck in 1930, other than the already mentioned Kruttschnitt and Sproule, were: Henry W. de Forest, who succeeded Kruttschnitt as chairman of the executive committee on June 1, 1925; Hale Holden, who succeeded de Forest on January 1, 1929; Paul Shoup, who succeeded Sproule as president on January 1, 1929; and A. D. McDonald, who had become vice chairman of the executive committee on June 1, 1925, assuming the added duties of president of the Texas & New Orleans Railroad Company (SP lines in Texas and Louisiana) in 1926 and supervision of the Southern Pacific Steamship Lines in January, 1929.

Then the Depression

The "depression" years that began with 1930 were lean ones for Southern Pacific, in common with industry in general. Total railway operating revenues for 1928 and 1929 had reached all-



TEN-STORY GENERAL OFFICE BUILDING of the Southern Pacific in San Francisco was occupied during the last week of September, 1917, by some 2500 officers and employes who moved from offices in Flood Building. The huge building at the foot of Market Street was one year in construction. Ground was broken September 1, 1916. Tallest pile drivers in the world were used in driving a forest of piles 130 feet below the street surface. A total of 60 lineal miles of piles were driven. A major job in connection with the project was the moving from the corner of Market and Spear Streets the three-story building now known as Annex A.

time highs in the company's history. In 1930 they dropped to the lowest point in ten years. Volume of freight traffic handled on SP's transportation system (Pacific Lines, Texas and Louisiana Lines, Steamship Lines) dropped to its lowest point of the depression period during 1932 when revenue ton miles were 50 percent under the peak of 1929. The low year for passenger traffic (exclusive of electric lines travel) was 1933 when revenue passenger miles were 63 percent under the company's previous all-time peak year of 1920.

Retrenchments in the company's operations were necessary all along the line. More economical and efficient ways were found to handle the business. Expenditures were confined to those necessary for current operating purposes and safety. Some branch lines were abandoned and torn up; unprofitable services were sloughed off; obsolete equipment was junked. Payment of dividends to stockholders was discontinued, after the last quarterly payment for 1931, the first dividend missed since payments were begun in 1909. Total number of employes on the entire transportation system dropped to a low of 41,863 in March, 1933, as compared with a total monthly average of 89,304 in 1929.

A new executive set-up became effective August 1, 1932, to simplify and adjust the official management more closely to current conditions. A new position of chairman, Southern Pacific Company, was created to place control and direction of the company's affairs in a single authority. Holden became chairman, and Shoup, vice chairman, at New York; McDonald was elected president, to have jurisdiction over all rail and steamship lines, and other properties of the Company, with offices at San Francisco and Houston.

After meeting the depression emergency with the unpleasant task of effecting rigid economies, SP's management turned to the more stimulating and pleasant role of adopting new services and techniques that would attract business and meet competition, particularly competition on the highways. Traffic revenues were low, but a progressive and competitive spirit ran high.

It was then that a new era in railroading was born—an era that brought air-conditioning, the greatest boon to travel since railroading began. SP pioneered and led the way in numerous innovations and improvements in railroad services; notably, in expanding motor truck store-door pickup and delivery of less than carload freight to include highway operations in conjunction with fast overnight merchandise freight trains, also in the offering of "bargain-day" passenger fares on coach trains, and in the introduction of the popular priced "meals select" in dining cars. SP also joined in the inauguration of streamlined, lightweight, luxuriously comfortable passenger trains; in the instituting of coach-tourist car trains for economy travel; and in placing stewardess-nurses on certain transcontinental trains.

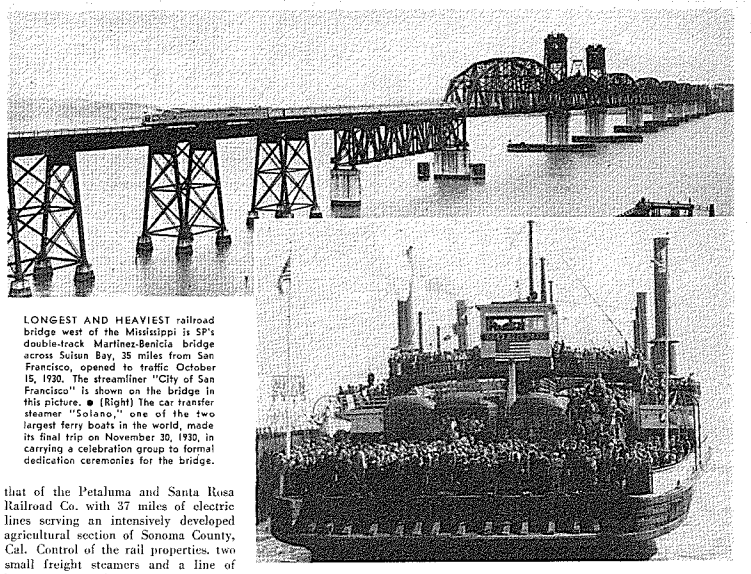
When the depression hit, SP had numerous construction projects and property acquisitions underway. Most were completed without delay, such as the Martinez-Benicia bridge already referred to, while a few were deferred. One of the biggest was a line change of nearly six miles in San Jose, which involved construction of eight grade separations, considerable trackage and facilities, and the erection of a new passenger station. The first subway was completed in September, 1931, but it was December 31, 1935, before the entire $3,250,000 project was opened to traffic. In Los Angeles an important improvement completed on June 1, 1931, was a new double-track line on the east side of the Los Angeles river over which freight trains could be routed around the business district of the city. A new freight station was opened at Reno during the same year.

The first installation of a Centralized Traffic Control system on SP lines was placed in operation over a 40-mile section between Stockton and Brighton, Cal., during April, 1930. This method of expediting train movements by permitting the dispatcher to operate all passing track switches and signals through the mechanism of electrical remote control, allowing trains often to pass each other without stopping, was later to be installed in several strategic areas over Pacific Lines. The project of installing automatic block signals on all of the company's primary main lines, which work had been continued progressively for a number of years, was completed during 1931, to give SP more road miles of railroad protected by this safety device than any other railroad in the country. Improvements to the track structure, steel bridges and trestles were continued within limitations of funds available.

"Cotton Belt" Added

Most important acquisition to SP lines since the welding of the El Paso & Southwestern into the Pacific Lines in 1924, was the 1913-mile St. Louis Southwestern Railway (Cotton Belt) capital stock control of which was concluded on April 14, 1932. Application to the Interstate Commerce Commission for authority to acquire control of the property through purchase of a majority of the company's outstanding capital stock, was made on July 25, 1930. With St. Louis as the northern terminus, lines of the Cotton Belt are operated in Illinois, Missouri, Arkansas, Louisiana and Texas, making various connections with SP's lines in Texas and Louisiana, particularly at Dallas, Corsicanna and Shreveport. The property has remained in operation under its own, or trustee, management.

Another acquisition during 1932 was



LONGEST AND HEAVIEST railroad bridge west of the Mississippi is SP's double-track Martinez-Benicia bridge across Suisun Bay, 35 miles from San Francisco, opened to traffic October 15, 1930. The streamliner "City of San Francisco" is shown on the bridge in this picture. ● (Right) The car transfer steamer "Solano," one of the two largest ferry boats in the world, made its final trip on November 30, 1930, in carrying a celebration group to formal dedication ceremonies for the bridge.

that of the Petaluma and Santa Rosa Railroad Co. with 37 miles of electric lines serving an intensively developed agricultural section of Sonoma County, Cal. Control of the rail properties, two small freight steamers and a line of barges operating between Petaluma and San Francisco, was acquired by SP through the Northwestern Pacific.

The 200-mile San Diego and Arizona railroad, including main and branch lines, extending from San Diego through 44 miles of Mexico to connect with SP's transcontinental route at El Centro, Cal., was acquired for full ownership by the SP on February 1, 1933, through purchase of the portion of capital stock held by the Spreckels interests. The name was changed to San Diego & Arizona Eastern Ry. Co. Construction of this line, involving difficult and costly engineering work extending over twelve years, was still underway when the first World War broke. In order that work could continue, the road was released from federal control, the only company in the country to receive such permission. The line was opened to traffic on December 1, 1919.

To simplify the corporate structure and to effect substantial economics, particularly through eliminating a vast amount of accounting detail, the several individual corporations comprising SP's lines in Texas and Louisiana made application to the ICC on October 24, 1932, for authority to merge their properties into a single corporation, the Texas and New Orleans Railroad Co. The commission authorized the merger on January 10, 1934, subject to certain conditions, and on June 30, 1934, the merger of twelve companies with the T&NO became effective.

An important change in the entry of Southern Pacific trains to New Orleans began December 17, 1935, when passenger and freight trains were routed for the first time over the impressive 4.4 mile public highway and railroad bridge across the Mississippi River. SP's guarantee of a minimum payment of train tolls was an important factor in financing the structure. The ferrying of passenger trains across the river was discontinued between Avondale and Harahan, and of freight trains between Algiers and New Orleans. New terminal facilities at Avondale replaced the old yard at Algiers which had been the railroad terminal for 80 years. A new passenger station at Houston, with related facilities, was completed at a cost of over one million dollars and opened for use on September 1, 1934.

Construction of the $11,000,000 Los Angeles Union Passenger Terminal, one of the finest passenger stations in the nation, was begun late in 1933 under joint agreements by the SP, Union Pacific, and Santa Fe. Its formal opening on May 7, 1939, was preceded by three days and four nights of celebration and pageantry. With its completion SP's Central Station opened in July, 1915, was closed as a passenger terminal; and at the same time new facilities, including the new Mission Road Coach Yard with double track connection to the new terminal, were placed in service.

Ferries and SF Bridges

Southern Pacific ferry boat operations and interurban electric train service across San Francisco Bay were vitally affected by the opening of the 8¼-mile $77,000,000 San Francisco-Oakland Bay Bridge to vehicular traffic on November 12, 1936, and to electric interurban train traffic on January 15, 1939; also by the $35,000,000 Golden Gate Bridge opened to vehicles on May 27, 1937.

The two subsidiaries handling this traffic for SP were the Interurban Electric Ry. Co., organized March 23, 1935, to operate the electric interurban service and deal with the California Toll Bridge Authority for later operations over the bridge; and the Southern Pacific-Golden Gate Ferries, Inc., a partially owned affiliate, previously referred to as organized in May, 1929, to operate auto and vehicular ferry boats.

SP's ferry boat operations in interurban service between San Francisco and cities on the east side of the bay,



SIGNALMEN'S OUTING: Western Div. employes and their families and friends enjoyed a barbecue and outing staged by the BRSofA near Oakland July 30. Some of the crowd of 300 is shown in the top photo. ● Lower left: Anna Lents of WO Stationery Store leads the field in the Egg Race for Ladies. ● In the two smaller groups at right are retired Western Div. signalmen (upper) and members of the outing committee. The veterans are: E. Hagan, W. C. Wilson, F. S. Starratt, E. Erickson, F. W. Buhn, Henry Clark, C. C. Squires. ● The committee, some of whom are not in picture, included: Frank C. Olsen, chairman; F. E. Jansen, R. B. Baggett, Jas. Clothier, Maude Dorrett, Grace Eaton, T. Gilmore, J. C. McGrew, Everett Hawker, C. W. Ellis, N. D. Roverud, W. W. Leighou. Ray Hansen was master of ceremonies. Photos by Cecil Norris, WO Stationery Store.

and in handling main line train passengers, dated from the late '60s. Local steam trains in Oakland, Berkeley and Alameda that connected with ferry boats at Oakland and Alameda piers, were changed to electric in 1911-12-13. Daily ferry service for automobiles was inaugurated from Oakland Pier in April, 1923. During 1930 SP and its affiliated companies operated 43 ferry boats on San Francisco Bay, the largest transportation enterprise of its kind in the world. The SP-GG auto ferries enjoyed their peak year in 1930, handling over 6,117,000 vehicles and nearly 15,000,000 passengers. That year the ferries transported 40,211,535 passengers.

Patronage of both the passenger and auto ferries began to drop off when the two big bridges were opened to automobile traffic. Ferry boats in connection with interurban service to Oakland and Alameda piers made their last runs the night of January 14, 1939, and the next day trains of the Interurban Electric Ry. began operation across the San Francisco-Oakland bridge direct over their lines from cities in the East Bay area. The only passenger ferries remaining in service between San Francisco and Oakland Pier were the three operated in connection with main line steam trains. Ferry service to Alameda Pier was abandoned, and soon afterwards the facilities there were salvaged. Traffic on the bridge trains toppled as tolls for auto travel were gradually lowered. Early in 1940 Interurban Electric asked authority to discontinue service. This was granted later in the year, to become effective as soon as adequate substitute service was available to commuters. Train routes were abandoned by successive stages starting early in '41, and by July 26 that year SP's East Bay electric interurban passenger service faded into history. Auto ferry service to all points on San Francisco Bay ceased to exist on May 16, 1940. Also affected by competition of the Golden Gate Bridge, the Northwestern Pacific was authorized to discontinue its ferry boat and electric train interurban service, last unit of which ceased operations on March 1, 1941.

(To be continued)

A. J. Hancock Retires After Long Service

ROUNDING out 45 years of railroading, of which 35 was with SP, A. J. Hancock retired as assistant manager of personnel, September 1.

Hancock began his railroad career in 1899 as an express messenger. He came to SP as a telegrapher in July, 1903, left in 1906 to become dispatcher with another road. He returned to SP in 1912 to serve successively in the Operating Department at San Francisco as assistant chief clerk, chief clerk, supervisor of transportation, assistant to general manager, assistant to vice president in charge of operations, assistant general manager and assistant manager of personnel.

From 1934 to 1938 he was a member of the National Railroad Adjustment Board, 4th division. Hancock is widely known in railroad circles, having worked closely with representatives of employe organizations for many years.

S. J. Brown, Birmingham General Agent, Retires

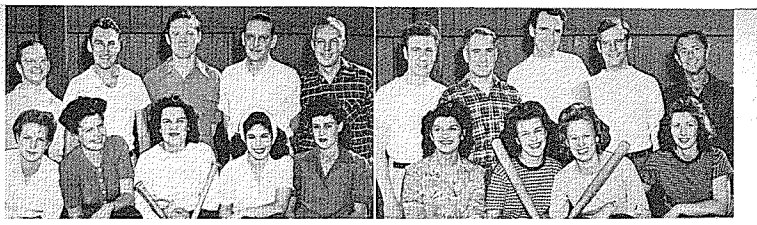
RETIREMENT of S. J. Brown, general agent, Birmingham, Ala., was announced effective August 1, and Roy A. Cooper, well known in Birmingham traffic circles, was appointed to succeed him.

After 12 years previous railroad experience, Brown joined SP in 1910 as chief clerk to general agent, Atlanta. He moved to Birmingham in 1912 as TF&PA, and has been general agent there since 1920.

Cooper, with previous railroad experience, came to SP in Feb., 1927, at the Birmingham agency. After holding various clerical positions there he was made TF&PA in Feb., 1937, and worked in that capacity until his present appointment.

ANNUAL BARBECUE of SP Club of San Luis Obispo, attended by 250 members, was a tasty success. Cooks and table committee included (top group, l to r) Mesdames B. S. Bauman, H. Higuera, H. Kinsey, R. Silvera, B. Hougheston, R. N. Umbertis, G. Biagini and J. Luini. (Below) J. Luini, H. Higuera, G. Biagini and Chairman R. N. Umbertis (Club president). R. R. McKnight, who headed the entertainment committee, won a War Bond given as a gate prize. Dancing, entertainment and games rounded out the day's program.





ANNUAL BASEBALL GAME between Purchasing and Stores departments was held in General Office back lot Aug. 4, with 60 cheering spectators on the sidelines. Teams were the "Polecats" (left) and the "Wildcats," the latter winning by a score of 21-10. Polecats (front row, l to r): Betty Curtis, Marian Campbell, Lorraine Lenz, Connie Reposa, Addie Yarbrough; (back row) Harold Levy, John Rosshirt, A. J. Roehl, Leo Brown, J. M. Milne. Wildcats (front row): Ann Panos, Bettie Schroeder, Ruth Larson, Alice Murphy; (back row) Ralph Balanesi, M. D. Maloney, J. O'Neil, H. V. Overmire, J. Wilson. Following the game, players and guests enjoyed an evening of dining and dancing at the New Tivoli restaurant.

Second anniversary of the U. S. Transportation Corps was observed July 31, as military railroaders—many of them former SP men—all over the world kept to their jobs, hi-balling soldiers and war materials to the points where they were most needed, both at the front and behind the lines. Youngest of the Army Service Forces, the Corps was organized July 31, 1942, out of the Transportation Service and other units of the Army that handled transportation work. The Corps operates the great ports of embarkation, regulates the movement of troops and War Department freight by commercial carriers, supervises the operations of one of the world's largest merchant fleets, and has extensive transportation responsibilities in all overseas theaters. Its military personnel now totals more than 275,000, most of whom were railroaders in private life, and there are also 84,000 civilians, making it the largest corps in Army Service Forces.

-V-

"What Will Two-Bits Do?" is a question asked—and answered—by members of the "Sunshine Fund" of Sacramento Car Shops No. 3 and No. 9 in an appeal to fellow employes to join their organization. The answer is, it will do plenty—and here's proof: The Sunshine Fund was organized in June, 1941, to assist employes who are unable to work due to illness or injury. Operating with approval of management and the local BofRCofA, it collects 25 cents from members each pay day. So far $3,000 has been paid to sick and injured members, $1,000 has been invested in War Bonds, and there is over $500 in a reserve fund, according to R. N. Goddard, secretary. If a member passes away, death benefits are paid to his beneficiary. Board of Governors and Committee include: Frank Miller, Ray Cameron, R. Martin, L. Salerno, C. Herrman, Roy Isaac, Clyde Goodnight, Joe Gaunt, Bennie Cassare, Dick Friel, Dick Hammill, all of Car Shop No. 9; George Stevins, L. Nelson and Tony Ferro of Car Shop No. 3; Wayne Wise and Frank Sypnicki of BofRCofA.

Deer is cooked, but not to order: Fred Simmons, PFE employe at Roseville, and his companion got their buck during a recent hunting trip, but they did not get it home. While returning from the hunt the trailer, into which they had loaded their camping equipment and the deer, caught fire. Before they noticed the blaze, it had gained such headway that the trailer was a total loss—and the venison was thoroughly roasted.

-V-

Cover Picture: "We're really rolling now," says Joe Bua, machinist, Sacto Shops, and his expression tells of his pride and confidence in the boys overseas and the railroaders at home for the job they're doing. Joe has three sons in the armed forces; Anthony, who worked in the boiler shop, and Bennie and Carlo, formerly of Sacramento *Bee*.

Southern Pacific Vol. 28 Bulletin No. 9

E. G. FITZPATRICK, *Editor*
Z. C. MECHAM, *Assistant Editor*

Published monthly at 65 Market Street, San Francisco, by the Bureau of News, for free distribution to, and in the interest of, employes of the Southern Pacific Company.

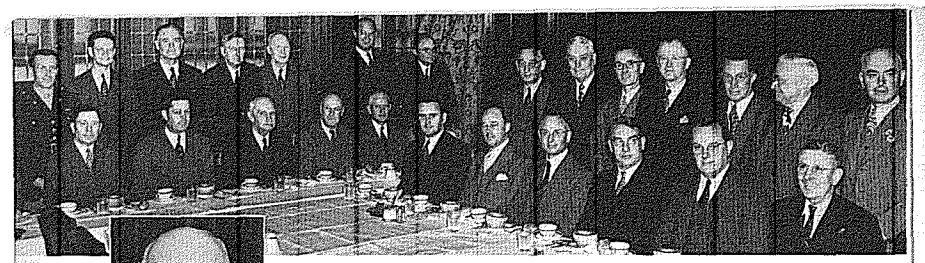
"The Boomer," a novel written by Harry Bedwell, telegrapher at Alhambra, has been chosen by the editorial board of the committee on Books in Wartime, to be reprinted in a pocket size edition of 100,000 copies for distribution to servicemen overseas. *The Boomer* is the story of a boomer telegrapher who worked on railroads all over the country. The book was previously published in a regular edition two years ago. Bedwell has won widespread recognition for his literary ability, having had stories and novelettes published in such national publications as *Railroad Magazine, Blue Book, Argosy, Adventure, Harper's, American Magazine, The Saturday Evening Post,* and others.

-V-

War Bond Charmers: To Nick Gidley, chief telegrapher at Bakersfield, and his wife, went credit from the U. S. Treasury Department for one of the best ideas of the year to promote the sale of War Bonds. Known as a "Charming Child Contest," in which parents are required to buy bonds before entering children, it was introduced in Kern County during the Fifth War Loan drive. The Gidleys were advised that Treasury officials might adopt the idea for a national bond-selling program.

"SP BEAVERS" is the name of the Portland SP Club softball team entered in the city tournament, and the boys say they're out to cop the honors. Front row, left to right: Kendrew, Roberts, Sorenson, Wheeler, Colatorti; (back row) K. Painter, Mack, Sater, Anderson, E. Painter, Delaney, Reznick and Wilson.







HALF CENTURY OF SERVICE, all of it with Northwestern Pacific and predecessor lines, was completed Aug. 21 by W. J. Cummings, assistant general freight and passenger agent. The occasion was marked by a testimonial luncheon attended by friends and associates in NWP and SP Freight Traffic departments, and others. W. G. Peoples, freight traffic manager, central district, was toastmaster. Speakers included H. C. Hallmark, freight traffic manager, rates and divisions; F. E. Watson, general passenger agent, central district; M. S. McKenna, asst. agent, Drumm St. freight station. Telegrams from many shippers and friends were read, paying high compliments to Cummings on his long record of friendly service. Cummings was agent at a number of NWP stations before he became assistant GF&PA and is well known throughout the NWP territory from San Francisco to Eureka. Arrangements for the affair, which was held at the Commercial Club in San Francisco, were handled by Bob Reynolds, chief clerk, freight traffic, NWP.

Good Deed: While sanding an engine at Brooklyn Shops, a hostler helper noticed a disturbance in the sand box, caused by a couple of kicking, squirming crabs. They had survived a 240-mile trip from Marshfield to Brooklyn, had been unloaded by a clam-shell digger, were subjected to live steam and intense heat of the dryer, then blown by compressed air some 35 feet upward into the sand feeder, apparently none the worse for wear. Thinking they'd be happier in more familiar surroundings, their kind-hearted rescuer placed them in water. A few hours later they were dead.

-V-

Election of Officers of Daylight Post No. 576, American Legion, LA, was held recently with following results: John Blom, commander; Bob Young, Seth Lawton and Ed Ness, exec. commanders; B. Clayton, 1st vice comdr; Geo. Bunett, 2nd vice-comdr; C. McKee, chaplain; A. Aratis, finance officer; A. G. "Sarge" Koehl, service officer; Harry Southworth, historian; E. Williams, sgt. at arms; W. Bowers, asst. sgt. at arms. An invitation to join the organization is extended to ex-service men of this war who have been honorably discharged from the armed forces.

GEORGE KOHLBAKER, gate watchman at the PFE plant in Roseville, closed 42 years' service Aug. 2. Kohlbaker started railroading with SP in Sacramento in 1902, transferred to PFE in 1912. He is shown inspecting the honor roll board where his name will be inscribed.



Setting a Good Example: When Janice Palm, of LA Freight Claim Office, saw the picture in the July *Bulletin* of the General Office girls who worked on the letter-writing project on War Service Day, she immediately dashed off a letter to the *Bulletin* office asking if she and the girls in her department could join the project. She says, "We have wanted to write to some of our boys, but have no addresses. I have a father in the service and many friends as well, and I know just how much letters from home mean to them." Names and addresses of 50 former SP men, who are now overseas, have been sent to Janice. More names and addresses are available for anyone who wants to follow her lead.

-V-

Cascade Mountain Bears held their second annual "growl" (picnic) at McCredie Springs, July 23. The idea was started last year by telegraphers on the Cascade Line between Eugene and Crescent Lake, but this year was extended to include signalmen, linemen, welders, extra gang and section foremen, roundhouse employes, and families. Invitations were in the form of running orders and the program in the form of a work order. Signal Maintainer E. L. Porter was chosen as Big Growl for the day, and ably carried out his duties with a five-inch star and a hickory club.

BORN

Congratulations to each of the following upon announcement of the arrival of a son: **Richard R. Lyon,** draftsman, Engineering Dept., Ogden, July 26; **Joseph L. Thomas,** engine crew dispatcher, Watsonville Junction, July 4; **David M. Zubiate,** tender truckman, El Paso Shops, July 5; **Felix Goodman,** machinist, El Paso Shops, July 8; **Alfonso Patino,** machinist, El Paso Shops, July 20; **Leo T. Elliott,** brakeman, Fresno, June 25; **Harley Stoffel,** Shasta Division employe, July 2; **Clifford Enge,** PMT driver, SF, July 3; **John McDonald,** Sacramento Stores, July 23; **Leo C. Reesor,** head driver, PMT, Albany, June 14; **Tom Reed,** PMT driver, Modesto, March 17; **Olin P. Craig,** accountant, Aud. Misc. Accts., SF, June 17. Mrs. Craig, the former **Anne Torley,** was a calculator operator, Equip. Service Accts., SF.

Congratulations also to these railroaders who recently welcomed daughters into their homes: **Verney McElroy,** PFE Store Dept. employe, Roseville, July 14; **William F. Hunger,** of Sacramento Stores, August 10; **Emmett F. Lynd,** clerk, PFE Acctg. Dept., SF, June 23. **W. W. Kloster,** assistant chief clerk to master mechanic at Brooklyn, July 25.

PROMOTED & NEW JOBS

Motive Power: **Paul V. Garin** to engineer of tests, succeeding Dennistoun Wood, deceased. Garin started work with SP as a junior draftsman, MP Dept., SF, in Dec. 1935. The following April he became a draftsman and on Nov., 1941 went to Eddystone, Pa., as inspector at the Baldwin Locomotive Works. In Sept., 1942 he was appointed lubrication engineer, SF, and has been asst. engineer of tests since April, 1943.

Fred A. Driscoll to road foreman of engines, at Tucumcari. Driscoll started firing engines in Dec., 1916 on Rio Grande Division, and after 20 months' military service during World War I, returned to that position. In June 1925 he became a locomotive engineer and in May, 1943 was named locomotive engineman's instructor.

Daniel L. Naismith to roundhouse foreman, Douglas. **R. F. Chitwood** to supervisor of journal lubrication, El Paso Shops.

Engineering: **K. C. Brunner** to first asst. division engineer, Shasta Division. Starting in April, 1920 on the old Stockton Division, Brunner served as draftsman, instrumentman, cost analyst, junior engineer, asst. engineer, and office engineer. When Stockton and Western Divisions were consolidated in 1931 he went to the new organization as rodman and was later draftsman and asst. engineer. In May, 1943 he was appointed asst. division engineer, San Joaquin Division. **Thomas J. Dillon** to general track foreman, Oakland district, Western Division. **C. F. Stone** to general track foreman, Salt Lake Div.

Traffic: **Geo. Loebbecke,** former passenger agent at Dunsmuir, transferred to same position at Oakland. **R. L. Mathews,** former head ticket clerk, Sacramento, to passenger agent at Dunsmuir.

Operating: **James H. Walker** to station supervisor, El Paso. **B. D. Kersey** succeeds Walker as agent, Tucumcari. **R. C. Hayden** to enginemen's instructor, Salt Lake Div. **O. A. Allen** to enginemen's instructor, Rio Grande Div.

Personnel: **J. H. Tracy** to asst. manager of personnel. He entered service with SP in the mechanical dept. at San Luis Obispo in Sept., 1906 and later served as timekeeper on Coast and Portland Divisions, and was head timekeeper on San Joaquin Division. He has been chief clerk of fuel bureau, SF, and fuel inspector. In 1932 Tracy joined the Personnel Dept., SF, as wage schedule man and subsequently was wage schedule supervisor. At the time of his present appointment he was head examiner.

William Wilkins to asst. manager of personnel. Starting as a call boy in Feb., 1923, he held various positions in the LA yard office until 1938, when he moved to SF as asst. to general chairman, BRC. The following year he returned to the LA yard office and in 1940 became dist. car service agent. In 1941 he was appointed asst. trainmaster, Portland Division, returning to LA Division in the same capacity in 1942. In May, 1943 he was named trainmaster on LA Division.

Accounting: **Victor A. Carroll** to asst. chief traveling auditor with headquarters at Los Angeles. He entered SP service in April, 1909 on Western Division where he held various clerical positions until April, 1922, when he transferred to Misc. Accts. Dept. He has been traveling auditor since Feb. 1923, most of the time on LA Division.

James M. Blevins to traveling auditor, SF. Blevins started with SP as a clerk on Portland Division in April, 1920, and after holding various positions there, left the service in Nov. 1934. He returned in April, 1943 as a ticket clerk on Portland Division and since Dec. 1943 has been chief clerk of Medford ticket office.

Pacific Fruit Express: **R. C. Sturgeon,** former secretary to auditor, to traveling accountant with headquarters at SF.

RETIRED

Coast: **Ignatius A. Devine,** switch engineer at San Jose, July 31. Devine started railroading in 1902 as a fireman on the narrow gauge run from San Jose to Santa Cruz. During his long term of service he saw the evolution of locomotives from wood burning, to coal, to oil burning engines. He established the enviable record of never having an accident. Annuities approved: **James J. Brady,** freight foreman; **Carmine Cocciardi,** messenger; **Andrew Pearson,** yard clerk; **Charles W. Smith,** dispatcher.

Los Angeles: Annuities approved: **Denis M. Ahern,** section foreman; **Fred A. Bronson,** crossing watchman; **Earl A. Chaffee,** agent-telegrapher; **Richard J. Cottrell,** brakeman; **Fred S. Gouge,** bridge carpenter; **William C. Walker,** agent-telegrapher.

Los Angeles Shops: **Ernest M. Weissflog,** freight carman, July 31, after 22 years' service. With service since Sept. 1918, **Clarence J. Hawken,** boilermaker, retired July 31. **Edward B. Donhost,** tinsmith, July 29, after working 32 years for SP.

Portland: **Arthur Strader,** locomotive engineer, June 30. He entered SP service in 1899 and has worked as engineer since 1906. **W. E. Bissell,** after more than 48 years' service, retired from his position as conductor, Aug. 10. **W. J. Lemke,** locomotive engineer, June 30. "Wild Bill," as he is affectionately known to his associates, claims to have begun his railroad career in 1888 when he hitch-hiked rides on switch engines. He went on the payroll in 1898, began firing engines in 1905 and was promoted to engineer in 1917.

Annuities approved: **Ernest W. Groves,** laborer; **Irving J. Koupal,** warehouse foreman; **Mortimer Mun-**



JUSTO MARTIN retired recently as painter at Sacto Shops after 32 years' service, but he's still a painter. Justo, whose canvasses decorate walls of many offices at the Shops and elsewhere on the railroad, studied in his native Spain, where he won prizes for his exhibitions. During World War I he painted several prize-winning floats and some time ago did the interior decorating of one of Sacramento's leading theaters. His son, Martin, is machinist at Sacto Shops.

HARRY TOWLE'S 44TH ANNIVERSARY in SP Service was occasion for a noon hour party at 4th & Berry Freight Office, SF, where Harry is head clerk of the Inbound Dept. The guest of honor is shown cutting one of the cakes baked by Bernice Reed and Winifred Casey. Harry started with SP Aug. 8, 1900, as warehouseman at Salinas. All his service has been on Coast Div., with 32 years of it in the Freight Office.





PETER C. KORNDER, engineer, arrived in LA from Yuma on his last run July 30 and was met by Mrs. Korndor and a large delegation of well-wishing friends, including H. White, local chairman, BofLE; Asst. Supt. A. S. McCann, and Engineers A. R. Thomas and L. H. Lay. Korndor was in continuous service since September, 1900.

ger, car oiler helper; **Charles D. Reynolds,** brakeman.

Sacramento: **G. A. Bartlett,** lake tender at Immigrant Gap, July 31. He first came to work for Southern Pacific in March 1902 as an operator and in 1917 transferred to the water service dept. where he has worked ever since.

Sacramento Shops: Annuities approved: **Charles M. Mulford,** stationary fireman; **Charles W. Partington,** machinist; **Samuel M. White,** stationary engineer.

Salt Lake: Annuities approved: **Charles E. Farley,** machinist helper; **Wade H. Miller,** brakeman.

San Joaquin: Annuities approved: **George H. Burchard,** yardman; **James T. Shy,** conductor.

Shasta: **H. F. Sackett,** locomotive engineer, July 31, after 49 years of railroading. Annuity approved: **Clarence V. Atterbury,** brakeman.

Western: **Thomas Caspar,** freight carman, Aug. 12, after 17 years' service. **Demas Tsutsas,** passenger carman, July 21, with service dating to 1922. **Willie B. Avery,** coach cleaner inspector, entered service in 1923 and retired July 18. Annuities approved: **Ernest R. German,** baggage sub foreman; **Maynard H. Harms,** police officer; **Harry J. Hendrick,** agent-telegrapher; **James D. McLean,** cashier; **Manuel Pereira,** station cleaner; **John H. Sobey,** agent; **Millard J. Stone,** mail handler.

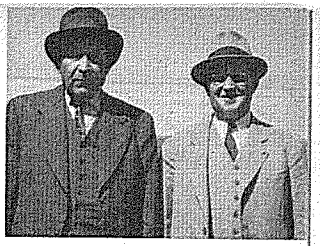
DCH&R: Annuities approved: **Wildred L. Crawford,** waiter, Los Angeles; **Guy H. Tucker,** news agent, Oakland Pier.

Salt Lake: When **Carmine Di Sanza** locked his tool house after work July 31, he closed the door on a 43-year railroad career with Southern Pacific, 35 years of which he has served as section foreman at Lovelock. During that time he established the enviable record of never having an accident among the men under his supervision. Annuities approved: **Charles E. Farley,** machinist helper; **Wade H. Miller,** brakeman.

MARRIED

Edith Dakers, cashier, SF District Passenger Office, and *Bulletin* reporter, to Blanchard E. Ralph, Jr., AMM 1/c, USN, Aug. 25. The couple will make their home in Los Angeles. **Frank Alva,** tender truckman helper, El Paso Shops, and Patriata Zuniga, July 7. Lt. **James H. Hawes,** former draftsman in Motive Power Office, SF, and Wilma Yetsenya, July 29, in Plainsboro, New Jersey. **Edwin J. Painter,** head timekeeper at Portland, to **Flossie Daniels,** a clerk in that department, August 12.

An all SP wedding joined **Ruth Wolf,** helper at Sacramento Stores, and **Jim Hansen,** B&B carpenter at Sacramento, July 17, in Reno. **Lenore Chantler,** of tracing dept., 4th & Berry St., Freight Office, SF, to Charles Wright, USMC, Aug. 12. **Anna M. (Bobbie) Duncan,** stenographer in Engineering Dept., SF, to Frank M. Hays, AMM 1/c, USN, June 10. Capt. **Frank Keiper** and Marie Leche of New Orleans, Aug. 19. Frank was draftsman in Motive Power Office, SF, before joining the Army. **J. M. Baggett,** dispatcher at San Luis Obispo, and Winnie D. Walker of El Paso, July 2, at Tucson.



GOOD NEIGHBOR: Dave Welch (right), retired Western Div. engineer, recently went to Mexico and one of the first places he visited was a railroad yard, where he compared notes with Vincente Cedillo, retired engineer, Natl. Rys. of Mexico.

DIED

Coast: **Lee W. Raper,** firelighter, in Gen. Hospital, July 30. **Howard Scranton,** yardman, in Gen. Hospital, Aug. 15. Pensioners: **John G. Eppler,** painter, May 13; **Leonard J. Powers,** conductor, Aug. 3; **Thomas Stanford,** stationary engineer, June 23.

Los Angeles: Pensioners: **Arthur H. Holland,** yardman, July 27.

David F. Orman, veteran SP railroader, passed away August 12 after illness of several weeks. He was 81. Orman, who started with SP as train baggageman January 1, 1884, was a member of the crew on the first passenger train into Santa Barbara. He was in train service out of Los Angeles until his retirement in 1933.

Portland: **Betty Jean McConnell,** messenger in superintendent's office, Aug. 18, following brief illness. **R. Thomas,** engineer, Aug. 17; **Alfred B. Malo,** B&B foreman, Aug. 9. **William J. Kanney,** engineer, in Gen. Hospital, Aug. 14. Pensioners: **Robert E. Badger,** agent-telegrapher, July 19; **R. Snodgrass,** conductor, Aug. 10; **Frank J. Dundas,** section foreman, June 30.

Rio Grande: Pensioners: **Elmer E. Clark,** engineer, Aug. 1; **James M. Russell,** B&B foreman, June 14.

El Paso Shops: **Antonio Duran,** blacksmith helper, July 17. He had been in service 17 years.

Sacramento: **Albert Armbruster,** water service mechanic, in Gen. Hospital, Aug. 5. **Richard R. Andis,** brakeman, Aug. 5. **Herman C. Jones,** carpenter and bridge inspector, July 21. **George R. Brand,** locomotive fireman, July 20. Pensioners: **Rufus G. Harmon,** freight clerk, July 28; **Orison E. Smith,** locomotive engineer, Aug 6; **Stanley R. Berry,** agent, July 5; **Pietro Reali,** section laborer, June 29.

Sacramento Shops: **Peter B. Miller,** sheet metal worker, in Gen. Hospital, Aug. 14. **James P. Yancey,** blacksmith, Aug. 11. Pensioners: **Hugo Scholl,** upholsterer, Aug. 1; **Edward M. Carson,** machinist, Aug. 1; **John L. Eirich,** cabinet maker, Aug. 7.

Northwestern Pacific: Pensioners: **August Locati,** janitor, July 16; **Frank G. Simpton,** engineer, July 22.

Salt Lake: **Frank Beckstead,** roundhouse foreman, in Gen. Hospital, Aug. 5. Pensioner: **William B. Tavelle,** agent-telegrapher, Aug. 1.

San Joaquin: **George E. Preston,** fireman, in Gen. Hospital, Aug. 2. Pensioner: **Pit Olivet,** laborer, Aug. 10.

Shasta: **Pietro Agostini,** carman, in Gen. Hospital, July 24. Pensioner: **George E. Millard,** engineer, June 27.

Tucson: **Herbert A. Dover,** brakeman, Aug. 1; **John H. Krause,** carpenter, Aug. 5. Pensioners: **John A. Stavros,** carman, in Gen. Hospital, Aug. 7; **Catarino Trias,** coach cleaner, July 10.

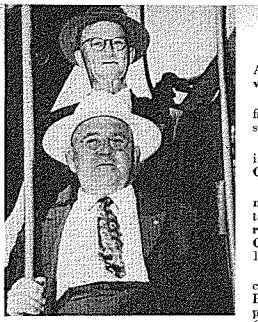
Western: **Archille Poli,** coach cleaner, in Gen. Hospital, July 31. **Rae Barnett,** marine engineer, in Gen. Hospital, Aug. 11. Pensioners: **Walter C. Crocker,** conductor, in Gen. Hospital, Aug. 15; **Colman Mulkern,** signal maintainer, July 28; **Alex Scolari,** water tender, June 7; **Peter C. Thyboe,** boiler lagger, Aug. 10.

DCH&R: **Arthur Cohen,** steward, LA Commissary, in Gen. Hosp., July 20.

SPSS Lines: Pensioner: **James J. Fitzpatrick,** longshoreman, June 5.

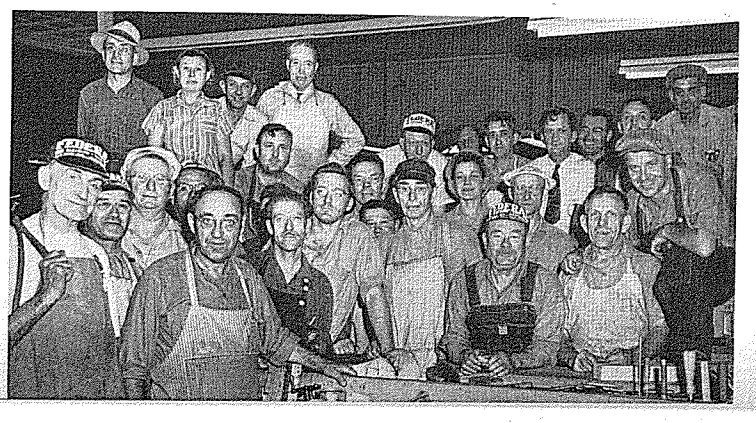
General Office: **Peter Sanfilippo,** clerk, Cap. Exp. Accts., in Gen. Hospital, July 26. Pensioner: **Alfred W. Rees,** manager Mexican lands, Real Estate and Tax Dept., Aug. 2.

Pacific Fruit Express: **Charles R. Root,** carman, Roseville, July 7. Pensioner: **Derrick C. Barkalow,** carman, Los Angeles, May 7.



EIGHTY-FOUR YEARS of service were completed by Engineers David McDonald (top) and Donald Savory of San Joaquin Div., who recently retired at Fresno. McDonald started with SP in March, 1901, Savory in December, 1903. Both men plan to spend most of their leisure time in the great outdoors.

JOHN CIPPA (in center of picture, wearing visor) was given a send-off by his fellow workers at the Sacramento Shops on July 29, when he retired as cabinet maker after 27 years' service.



YOUR "BULLETIN" REPORTERS

WESTERN DIVISION: **Morgan T. O'Connor,** MofW Dept., and **Lee Ordway,** Oakland Pier; **R. Rooney,** Water Service Dept.; **J. P. Francis,** West Oakland: **E. R. Stevenson,** Tracy; **Myra Kahn,** Gen'l Freight Terminal, Oakland; **Ethel McQueen Knapp,** Stockton.

SACRAMENTO DIVISION: **J. A. Collins,** ass't chief clerk, Sacramento; **W. C. "Sparky" Heilbron,** Roseville.

SALT LAKE DIVISION: **Kathryn McCool Lauciirica,** Ogden; **Max Gardenswartz,** Sparks; **Vera Craig,** Montello; **H. B. Lukey,** Imlay; **Louise Huber Sawle,** Carlin.

PORTLAND DIVISION: **Howard E. Bailey,** sec'y to ass't sup't, Portland; all agents and roadmasters' clerks.

COAST DIVISION: **Jack Welch,** senior ass't head timekeeper, San Francisco; **Barbara Booker,** supt's office, San Francisco; **Myrtle Gorman,** Local Freight Office, 4th and Berry Sts., San Francisco; **Dave Marx,** Watsonville Jct.; **R. McClintock** and **S. W. McCarley,** San Jose; **Harold R. Jaeger,** San Luis Obispo; **Wm. L. Thompson,** Bayshore.

STORES DEPT.: **Jack Griffin,** Gen'l Storekeeper's Office, S. F.; **R. Berry,** Sacramento; **F. M. Connett,** West Oakland; **F. J. O'Donnell,** Los Angeles; **E. E. Cummings,** El Paso; **Leo Keller,** Brooklyn; **W. P. Beall,** West Oakland.

LOS ANGELES DIVISION: **Walter S. Olson,** sup't sec'ty, Los Angeles; **Jas. B. Steele,** Taylor roundhouse; **Max M. Damon,** L. A. Freight Station; **Everett Dial,** dist. timekeeping.

TUCSON DIVISION: **Leroy Magers,** ass't chief clerk, Tucson; **Eddie Anaya,** Yuma; **Fletcher West,** Phoenix; **Max Richards,** Globe.

RIO GRANDE DIVISION: **Robt. R. Hall,** head clerk, Div. Engr., El Paso; **R. U. McLean,** El Paso; **R. D. Robin,** Deming; **Geo. Ferguson,** Douglas; **J. S. Stearn,** Carrizozo; **Gordon Campbell** and **Betty Whitlock,** Tucumcari.

SHASTA DIVISION: **W. L. Minor,** chief clerk, and **Valerie Masson,** Dunsmuir; **Frank Peyton,** Klamath Falls.

SAN JOAQUIN DIVISION: **Michael A. Bognanno,** Bakersfield; **Frieda Fate,** Fresno; **E. W. Smith,** Bakersfield roundhouse; **Geo. Bennett,** Mojave.

SACRAMENTO SHOPS: **Fred Moseley, W. J. Lambert, R. R. Johnson, D. L. Joslyn,** photographer.

LOS ANGELES SHOPS: **Leo Temple,** Car Dept. clerk.

EL PASO SHOPS: **Dan W. Rose,** GMO clerk.

TELEGRAPH DEPT.: **Miss "Pat" Dowd,** general clerk, San Francisco; **Evelyn Cutter,** "BD," San Francisco; **C. E. Welsh,** "DN", Tucson; **E. E. Ramey,** "H", Sacramento; **J. W. Clark,** "SW", El Paso; **Ruth Weatherbee,** "DW", Portland.

TRAFFIC DEPT.: **Carol Machol,** Gen'l Freight, S. F.; **I. R. Jarman,** Gen'l Pass., S. F.; **Frank Guerin,** Gen'l Freight, Portland; **N. G. Hewson,** Gen'l Freight, L. A.; **Edith Dakers,** Dis. Pass., S. F.; **Frank Wisdom,** Dis. Pass., L. A.; **A. E. Schrader,** Seattle.

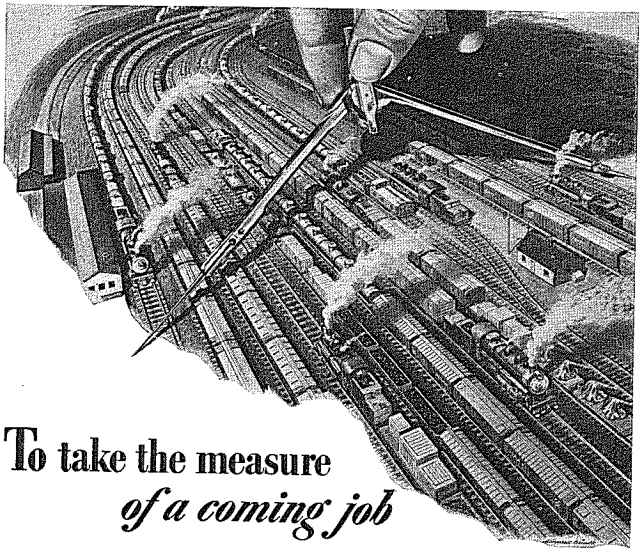
GENERAL OFFICES: **Laura MacKenzie,** Ass't Gen'l Aud.; **Marie Craig,** Auditor Misc. Accts.; **Russell Knox,** Aud. Cap. Expend.; **G. D. Frey** and **Mrs. M. L. McCollum,** Aud. Disb.; **H. F. Woods** and **Des Sekany,** Aud. Freight Accts.; **Leah Smiley,** Aud. Pass. Accts.; **Stanford Hall,** Equip. Service; **G. W. Pratt,** Dining Car; **R. J. Dettling,** and **Marcella Young,** Chief Engineer; **Marian Campbell,** Purchasing; **A. L. Fritz,** Freight Claim; **Jean Stalder,** Payroll Accts.; **Geo. Maas,** Operating; **Gene Egan,** Motive Power.

PACIFIC MOTOR TRUCKING: **Richard Spence,** San Francisco; **O. M. Melsheimer,** Los Angeles; **Della Crosley,** Tucson; **C. T. Erickson,** Portland.

NORTHWESTERN PACIFIC: **William S. Wollner,** correspondent, Sausalito. Reporters: **H. Carlson,** Eureka; **W. A. May,** Willits; **L. A. Sanders** and **F. G. Newberry,** Tiburon; **O. E. Lovett,** Sausalito.

PACIFIC FRUIT EXPRESS: **Clarence O. Hively,** secretary to vice president and general manager, S. F.; **J. A. Low,** Bakersfield; **A. Weber,** Fresno; **A. Beck,** Stockton; **W. H. Bachman,** Roseville; **P. F. Wingate,** Sacto.; **B. S. Brady,** Phoenix; **E. F. Palmer,** El Centro; **A. E. Thompson,** El Paso; **Wm. Stockheimer,** Yuma; **H. L. Gilbert,** Colton; **Harold Fast** and **Edna Trevilyan,** L. A.; **M. H. Erichsen,** Santa Barbara; **Stanley Remkus,** Nogales; **Virginia Brunswick,** Tucson; **G. W. Simmonds,** Guadalupe; **K. W. Nolan,** Salinas; **R. B. Mitchell,** Watsonville Jct.; **E. R. Zerweck,** San Jose; **K. J. Bunderson,** Oakland; **W. B. Thatcher,** Santa Rosa; **L. R. Newnan, C. M. Ryan, R. C. Sturgeon** and **G. P. Hamill,** S. F.; **N. P. Palmer,** Modesto; **C. R. Martt,** Portland; **F. J. Labbe,** Brooklyn; **Frances Goold,** Klamath Falls.

SAN DIEGO & ARIZONA EASTERN: **J. W. Grosdidier,** general office, San Diego.



To take the measure *of a coming job*

FEW PEOPLE notice or even think of the many special abilities the railroads have been required to develop. One of these is accurately anticipating the need of agriculture and other industry for rail transportation.

Because they do this, freight cars for years have almost always appeared at the right place, at the right time and in the right number. This has been a *must* for orderly marketing and efficient low-cost transportation.

Today, while everything they have is working day and night to hasten victory, the railroads are busy also taking the measure of the jobs that lie ahead.

What new kinds of goods will have to be carried? What kinds of cars will they need? Where will they come from and where will they go? What service and rates will be needed to develop business, shipping and employment?

Long before the call comes for postwar action, the answers to these and hundreds of other questions must be ready. Finding the answers to these questions is the work of a separate group of seasoned railroaders—the Railroad Committee for the Study of Transportation.

In this way, the railroads are looking ahead to the time when America turns again to peacetime work—and planning their necessary part in helping to make it a wonderful land to live in, just as they have helped make it strong in time of war.

BUY MORE WAR BONDS

ASSOCIATION OF
AMERICAN RAILROADS
ALL UNITED FOR VICTORY